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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY,  
(INCORPORATED.)

VOL. XII.

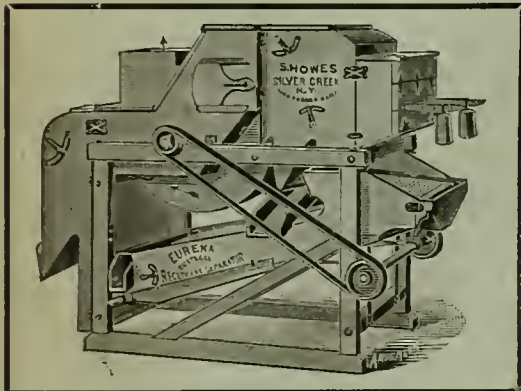
CHICAGO, ILLINOIS, JULY 15, 1893.

No. 1.

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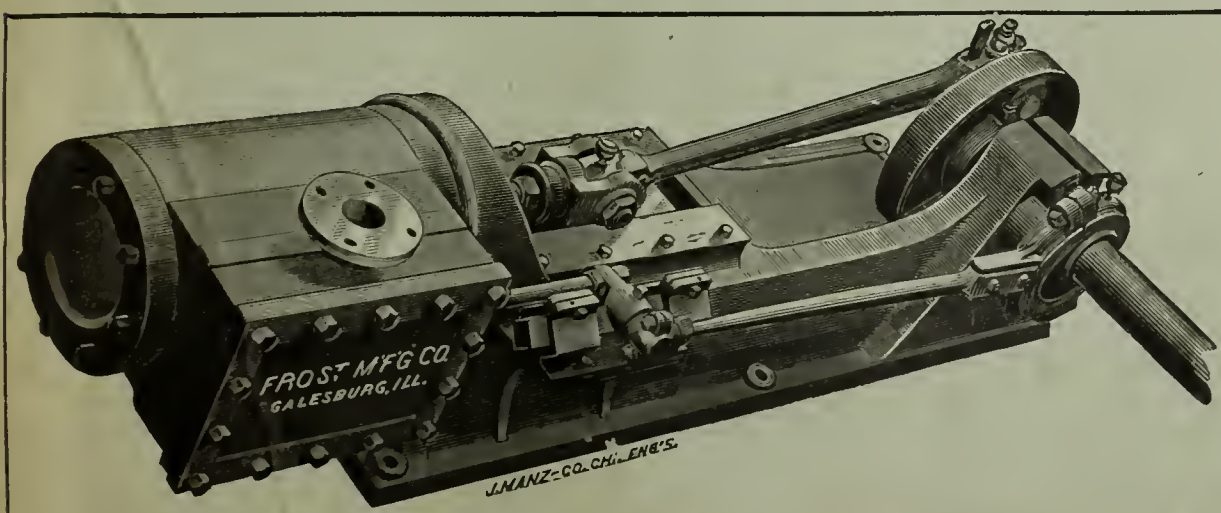


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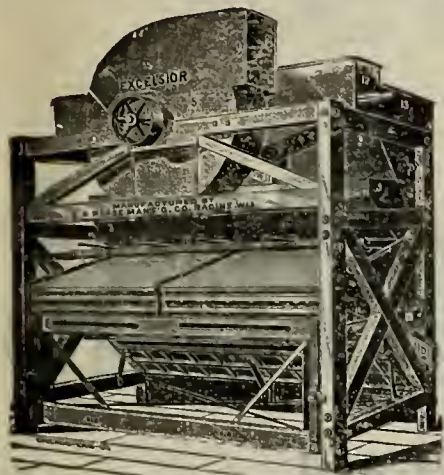
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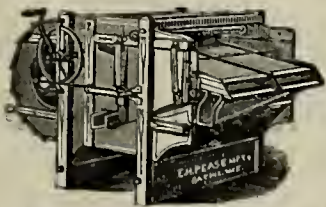
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EXCELSIOR DUSTLESS ELEVATOR SEPARATOR,  
Cleans, Separates and Grades Perfectly.  
HAS NO SUPERIOR IN THE WORLD.



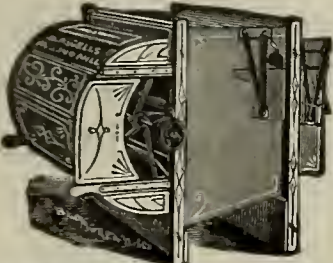
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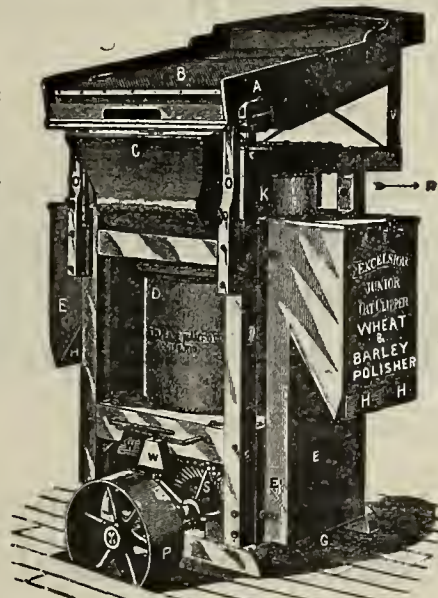


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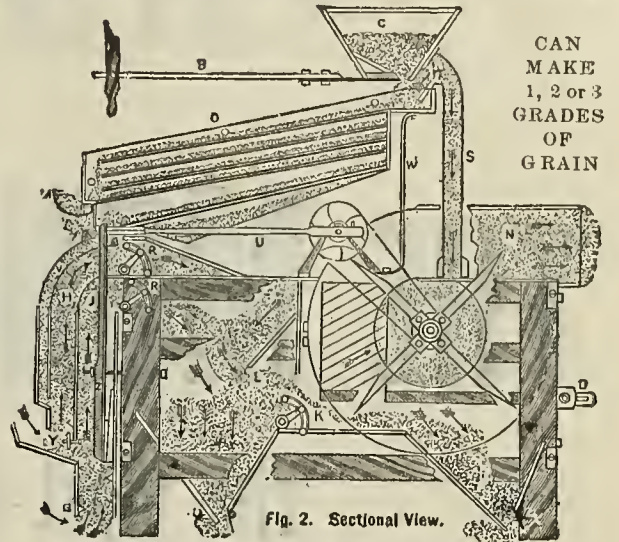
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GRADES  
OF  
GRAIN

Fig. 2. Sectional View.

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The Finest Wheat or Barley Machine on Earth



SAFEST,  
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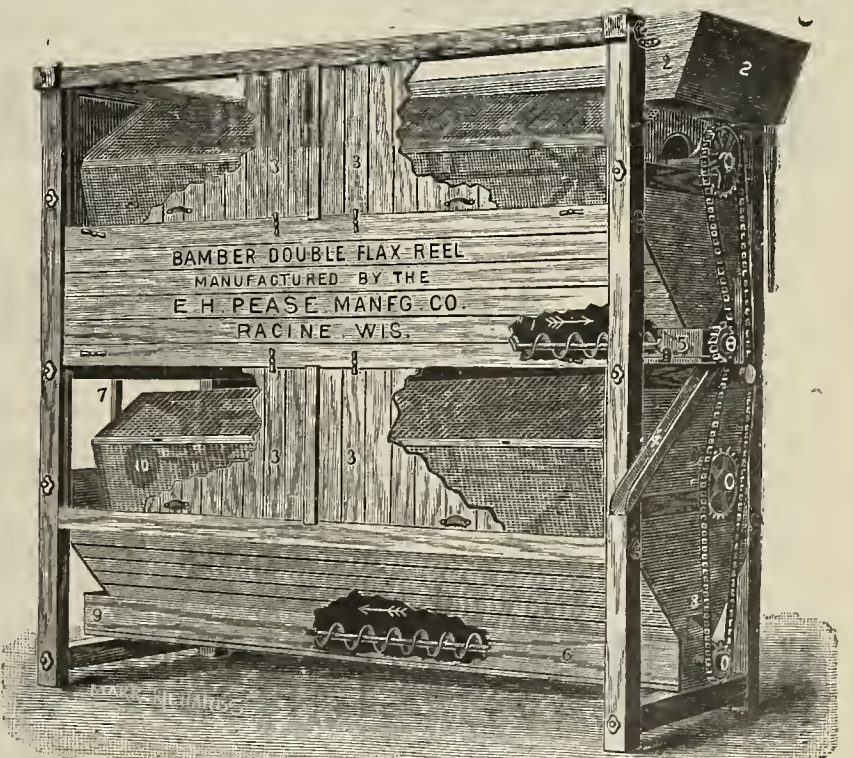
HANDLES 1 to 10  
Loaded Cars at once  
on STRAIGHT and  
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and pro rata on  
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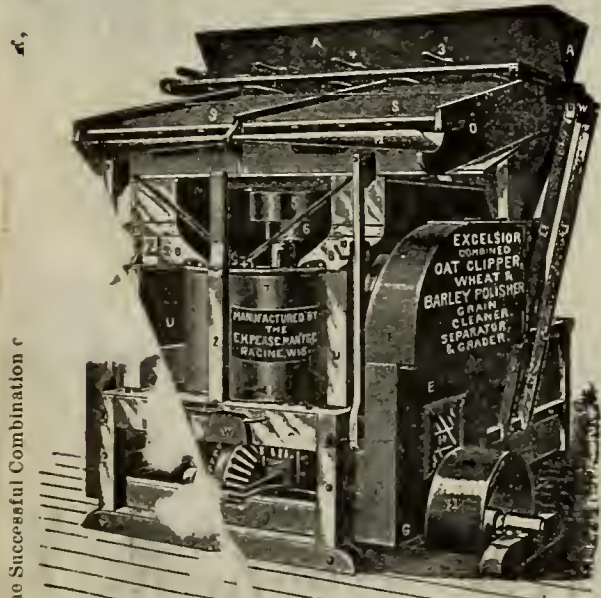
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Are Adopted and in more General Use by  
THE MOST EXTENSIVE FLAX HANDLERS  
Throughout the United States, than any similar Machines made



Made with 1, 2 or 4 Reels in one Chest, and with or without  
Scalping Shoe.

Reels of any desired style or dimensions made to order.



### EXCELSIOR COMBINED

Oat Clipper, Polisher, Separator, Grader and General  
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This Machine has no legitimate Rival in the World.  
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# E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

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# Grain Cleaners.

## THE MONITOR SEPARATORS

The Most Perfect Grain Cleaner Ever Offered.

No cleaning elevator can be operated as economically without these machines as it can be with them.

They take less power than any other.

They are easier to place.

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They will do better work and more of it.

They will handle all kinds of grain.

They are standard machines, well and thoroughly tried.

The merits of these machines are best exemplified by the fact that all of the leading cleaning elevators built in the United States and Canada during the last three years, have adopted the machines. These elevators are built on the latest and most improved plans and methods.

**OVER 2,000 IN USE AND EVERY ONE A REFERENCE.**

**As a Barley Cleaner it Has no Equal.**

If you are interested in Grain Cleaning it will pay you to investigate this machine.

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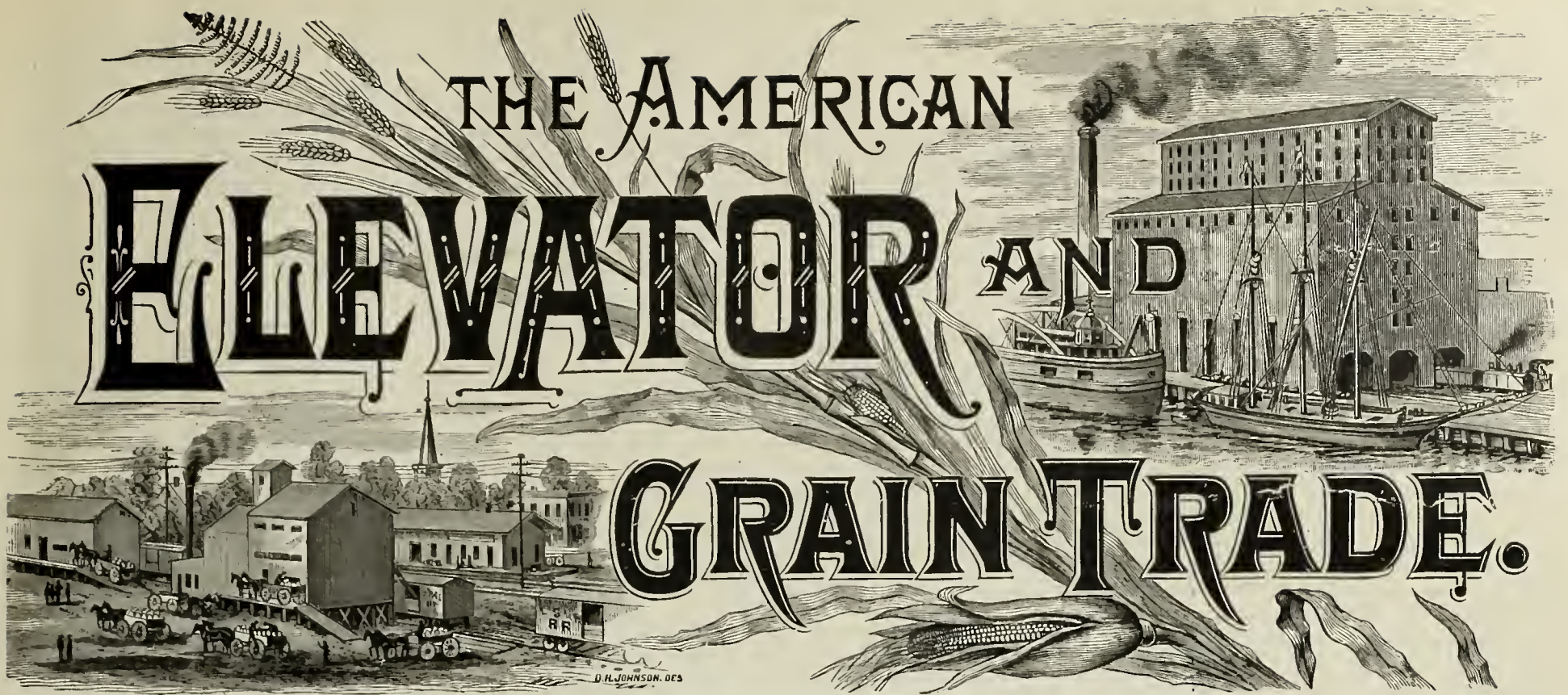
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## ELEVATOR OF F. A. SCOTT AT EAGLE GROVE, IA.

Iowa has as many, if not more, well equipped country grain elevators as any other state. The cost of constructing and equipping an elevator like the one illustrated herewith is considerably more than the old fashioned elevator that contained as small an amount of machinery as was possible to do business with. We agree with a prominent country shipper who says, "the profit and satisfaction of owning and operating a good house fully justifies the additional expenditure, provided the business and location are suitable to the owner and the machinery can be kept in first class repair, so that the best possible results can be obtained from handling the grain received."

Machinery used to raise the grade of grain and seeds, like all other machinery, must be kept in good condition and must be operated intelligently and carefully to obtain the best results. The elevator which is allowed to run itself may pay, but it will not pay half what it could be made to pay by careful management. The elevator man who never changes the adjustments of his cleaning and scouring machinery, nor pays any attention to broken buckets and slipping belts, may swear there is no money in the elevator business. A visit to his elevator would explain the reason why he finds it so unsatisfactory.

The elevator of F. A. Scott, who deals in grain, seeds, flour, feed, coal and salt, was erected at Eagle Grove in 1883. The main part is 24x32 feet and 40 feet high. It has 16 cribbed bins with a capacity of 10,000 bushels. The annex is 26x26, and 16 feet high. It contains a roller feed mill and a scalping reel for bolting corn meal and graham flour. The brick engine room which adjoins the elevator is 20x20 feet and has a brick smokestack 59 feet high with a flue 16x18 inches.

The elevator was operated by horse power until 1887, when an entire new equipment was put in, as follows: A 20 horse power engine made by the Frost Manufacturing Company, of Galesburg, Ill., and a 25 horse power boiler, two stands of elevators 50 feet high with a 12 inch belt and 7x11 inch cups, 1 Barnard & Leas No. 3 Warehouse Separator, 1 Dickey Separator, 1 Victor Corn Sheller under a 12 foot dump, 1 Victor Revolving Screen for cleaning corn, 1 Willford & Northway 3 Roller Mill, with handy spout connections from head of feed elevator to five different bins for various kinds of feed and to scalping reel for

separating the fine meal from the coarse. A flax reel of large capacity has recently been added, so that flax seed can now be handled at a much greater profit.

The house is arranged for handling in transit, and much good work has been done in that line. The house is kept in good order and, very naturally, Mr. Scott has an excellent business.

## RULES FOR COUNTRY ELEVATORS

The Minnesota railroad and warehouse commission, in compliance with an enactment of the last legislature, has compiled the rules and regulations for the

in such elevator or warehouse unless the owner or owners thereof shall have procured a license.

The party operating such elevator shall keep a correct account of all grain received, showing the date of its receipt, the grade, gross weight, tare and net weight of each lot of grain received, and a similar account of all grain shipped; also the grade, and the gross and net weight, as returned by the state inspection and weighing department.

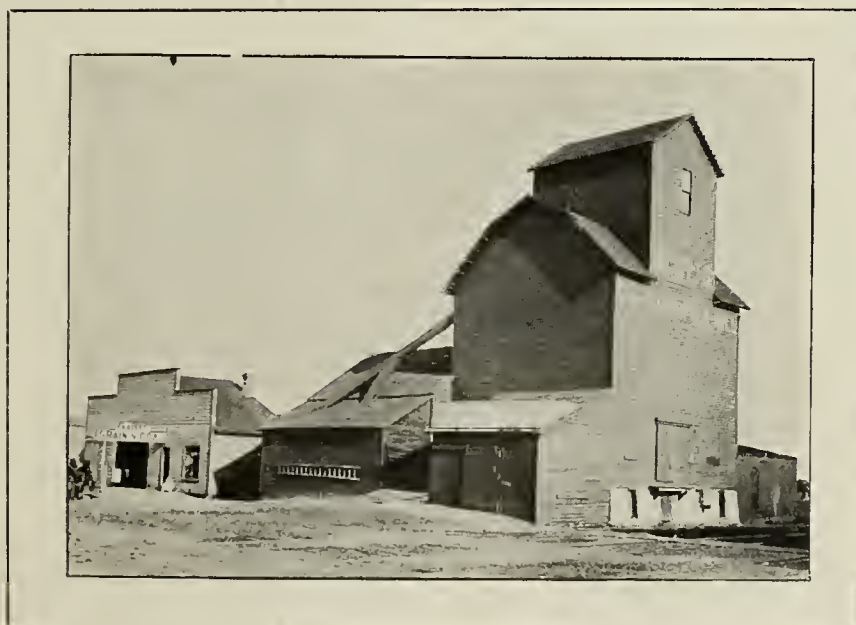
If grain is received into such elevator or warehouse for storage or shipment, a warehouse receipt must in all cases be issued for each separate lot of grain so received. Such receipt shall show upon its face the name of the owner, the date the grain was received, the grade, gross weight, tare and net weight of each lot of grain mentioned in said receipt.

Upon surrender of warehouse receipts of the same grade in not less than carload lots, and upon payment of all lawful charges which may have accrued thereon, said grain or grain of same grade and net quantity is deliverable, in not less than carload lots, except as hereinafter provided, to said owner or his order upon demand, either from the elevator or warehouse where it was received, or if the owner so decides, upon track at St. Paul, Minneapolis, St. Cloud or Duluth, subject to official inspection and weight.

If the owner demands his grain from the elevator where it was originally received for the purpose of consignment to himself, or any other person, or for any other purpose, he shall be entitled to receive it in such lots or quantities as he may desire and to which he may be entitled.

If delivery is demanded by the owner on track at either St. Paul, Minneapolis or Duluth, said grain shall be held to be in possession of said warehouseman until the grade and dockage on such grain has been finally established by the state inspection department at such point, when it may be delivered to the owner or his order. The said owner shall not be held responsible for any new charges which may accrue upon said grain before its delivery to him at terminal point, except the charge for inspection and the charges for freight on gross weight from the point where the original receipts were issued to the terminal point where delivery is made.

The warehouseman will be held responsible to the owner for net amount of grain called for by said receipts. Provided, however, that when it appears that there has been a shrinkage in transit in any given carload, the actual amount thereof may be allowed to



ELEVATOR OF F. A. SCOTT AT EAGLE GROVE, IOWA.

government and control of public country elevators of this state. There are a number of inconsistencies in the law, and its failure is freely predicted. The commission has had no easy task in formulating rules which must meet possible objections. The commission kept in view the main idea and intent of the law—the protection of the farmer against attempted fraud or oppression on the part of the country buyer.

A reduction is made in charges in cases where grain is tendered for shipment instead of storage. Due provision is made for the hearing of complaints by the commission and correction of evils as they may appear to exist. A summary of the rules are as follows:

All elevators and warehouses on the right of way of any railroad, at any station or siding in this state in which grain is stored and handled, are designated by law as public warehouses.

It is unlawful to receive, store, ship or handle grain



such warehouseman, but in no case to exceed 60 pounds to the carload.

When warehouse receipts are surrendered and demand made for delivery of grain, if the local warehouseman prefers to deliver such grain from an elevator at St. Paul, Minneapolis, St. Cloud or Duluth, he shall have a prior right and liberty to do so under the following conditions:

The owner of such grain may, in such case, designate at which of the above points he desires the delivery made, whereupon the warehouseman shall issue an order upon any regular elevator at such designated point.

The term "lawful charges" is held to signify the regular freight charges on the gross weight of such grain, the charge for official inspection and weight, and such storage or other charges as may accrue by reason of delay in presenting such order at the terminal warehouse for the delivery of the grain specified therein. If such order is presented and delivery demanded within five days from the date of issue, no storage or other terminal elevator charges shall be made against the holder of such order.

The following form of warehouse storage receipts is established by the commission as the proper form to be adopted by the owners of public country elevators and warehouses:

..... Elevator.  
No. .... Minn. .... 189..  
Received in store of.....  
.....bushels No....wheat, which  
amount and same quality by grade will be delivered  
to the owner of this receipt, or his order, as provided  
by law and the rules of the railroad and warehouse  
commission of Minnesota, upon surrender thereof and  
payment of lawful charges.  
The established maximum rates and charges for  
receiving grain, insuring, handling and storing same  
15 days and delivering are 2½ cents per bushel; if de-  
livered in carload lots within ten days, with im-  
mediate shipping order, 2 cents per bushel.  
Storage after the first 15 days, ½ cent per bushel for  
each 15 days or part thereof, but not to exceed 5 cents  
per bushel for six months. If grain is cleaned at  
owner's request, ½ cent extra per bushel.  
The grain is insured for the benefit of the owner.  
.....bu.....lbs., gross.  
.....bu.....lbs., dockage.  
.....bu.....lbs., net.  
.....  
Owners or Lessees.  
By.....Agent.

If any disagreement arises between the party receiving and the party delivering grain as to the proper grade or dockage, or both, of any grain in accordance with the standards at terminal points, an average sample of at least three quarts of said grain in dispute may be taken by either or both of the parties interested and forwarded, in a suitable sack, express charges prepaid, with the names and addresses of the parties to the chief inspector, St. Paul, who will, upon request, examine said grain, and adjudge what grade or dockage said sample of grain is, in his judgment and opinion, would receive if shipped in carload lots to the terminal points and subjected to official inspection. If the grain in question is damp, musty or otherwise out of condition, this fact, with any other necessary information, must accompany sample.

Complaints of fraud or oppression on the part of any person, firm or corporation operating such country elevator or warehouse will be investigated by the commission, upon written complaint, duly sworn to.

All elevators shall make a statement of grain on hand, etc., when requested by the commission.

It is unlawful for any firm operating any elevator or warehouse to enter into any agreement with any other firm operating any similar elevator or the pooling of earnings or business of their respective elevators or warehouses, so as to divide any portion of the business thereof.

The exports of seeds during the eleven months ending with May were 8,022,146 pounds of clover, valued at \$958,123; 7,066,359 pounds of timothy, valued at \$591,511; 1,737,120 bushels of flaxseed, valued at \$2,082,117, and 1,131,537 pounds of cotton seed, valued at \$35,025; compared with 19,532,111 pounds of clover, valued at \$1,636,671; 10,287,159 pounds of timothy, valued at \$387,652; 3,603,102 bushels of flaxseed, valued at \$3,902,591, and 11,850,341 pounds of cotton seed, valued at \$4,929, during the corresponding period of 1891-2.

## BOARDS OF TRADE.

[From a paper by Denison B. Smith, secretary of the Toledo Produce Exchange, read before the World's Fair Congress Auxiliary at Chicago.]

The old maxim that "necessity knows no law" has doubtless furnished a pretext for many an unlawful and predatory incursion of its votaries into the domain of proprietorships not their own, but in the realms of barter, trade and commerce, necessity is the creator of law. The growth and expansion of trade interests multiply new customs and methods, and these customs become enacted into law, and are continued and protected by its sanctions. Indeed, these conveniences and customs established by merchants under the necessities of trade, when fully recognized by those most deeply interested therein and become universal and uniform, are the foundation and structure of its own regulating laws. On the basis of constitutional guarantees and limitations the rules and customs regulating trade on the exchanges have become the laws of the commonwealth. The courts have bent to them and given them the authoritative force of law. Every exchange of importance is provided with its own tribunal by arbitration for the adjustment of differences between its members. Occasions for invoking this authority are rare, considering the vastness of the traffic, but while members are under no obligation to submit their cases to this form of adjudication, and the courts of the country are always open to them, a resort to them is still more infrequent. Transactions involving multiplied millions of dollars are completed and settled without dispute. It has been claimed that an English chief justice, by his decisions, was an author of merchant law, and while that may be true, the lustrous tribute to his memory may in no sense be undimmed if we say that he gave his sanction to the preordained methods of agreement by English merchants. Undoubtedly he broadened and made flexible the common law in conformity to the demands and necessities of business methods. We can all recall to mind a case in the Supreme Court of our own country, taken there by a member of the Chicago Board of Trade and decided by our own Toledo Chief Justice Waite, which settled forever the obligation of the carrier to deliver grain at the public elevators established and ordained as such by the board, under the necessities of a rapidly expanding commerce.

In this country there are now, and have been from an early date, two classes of commercial exchange organizations. The object and aim of one is, the devotion to public questions; to deliberate upon and consider not only the local interests, but the leading topics which interest, in a wider sense, the public mind, and to give the crystallized expression of its members upon them.

The memberships of these bodies include gentlemen in professional as well as mercantile and commercial lines of life, while in contrast to these is the trade organization.

The earliest exchange association in this country was the Chamber of Commerce of New York. It was organized April 5, 1768, and chartered by George III in 1770. When the city was in possession of the British during the war of the revolution, the chamber was devoted to the interest of the mother country and, as a consequence, forfeited its charter. It was reincorporated by the state of New York April 13, 1781. It is the oldest commercial body in this country. The Chamber of New Haven and the Chamber of Charleston come next in order.

The earliest trade association in New York was organized in 1850. There was more or less dissatisfaction with its conditions and location, but it was continued until 1860, when a new building was erected and under the name of the New York Commercial Association it was chartered by the state April 19, 1862. Its membership was 700. Feb. 13, 1868, the name of the association was changed to the present New York Produce Exchange. This exchange has built within recent years and now owns an immense exchange building, the rental of which is rapidly liquidating its bonded indebtedness.

I am indebted to an address by that remarkable, able and clear-headed gentleman, the Hon. Frederick Fraley of Philadelphia, for the following:

"The Philadelphia Chamber of Commerce had its

origin in a voluntary association of the merchants of the city in the year 1801, and it had for its objects the charge of everything that affected the trade and commerce of the city and the expression of opinion pertinent to their determination, but it did not include the feature of a trade exchange. It required that its members should be owners of ships, or importers, or exporters of goods, or marine insurance brokers."

The Grain and Flour Exchange of Philadelphia was organized in 1854, and known as the Corn Exchange. Its name was changed in 1868 to the present style, the Commercial Exchange. Besides, there is the Grocers' and Importers', the Produce and the Drug Exchange.

The Corn and Flour Exchange of Baltimore was organized February 3, 1853. Its membership was less than 200. The ground floor of two warehouses served the purposes of its members. The original name is yet retained, but its increase in numbers and importance has kept pace with other eastern exchanges, and it now occupies an elegant building of which it is the proprietor.

The first commercial association in Boston was formed in 1793, one hundred years ago. It was a deliberative body and was the exponent of public opinion of that city on state and national questions. The earliest trade association was formed in 1839, but its life and usefulness were brief. In 1855 the Boston Corn Exchange was organized for general dealing in breadstuffs, etc. Incorporated in 1868. Reorganized in 1871, under the present name of Commercial Exchange. Built and occupied an exchange building in 1889.

The Buffalo Board of Trade was organized in 1844. Built an exchange building that year, completed in May, 1845. Chartered in 1857. Removed in 1862 to Central Wharf. Reorganized April, 1882, under the name of the Merchants' Exchange and removed to a new and elegant exchange building on Main street.

The Chicago Board of Trade was organized in 1848. Its first meetings were on Dearborn street, near Lake, and next in a store on Clark street, near the bridge. From Clark street the board removed to the Steele building, corner of La Salle and South Water streets, their hall being in the third story and reached by an outside staircase. Under this name it was chartered by the state in 1859. About 1860 the board occupied quarters constructed for it in the Newhouse building on the north side of South Water street, near La Salle. About 1863 the subject of more permanent and better quarters was agitated. There was a controversy between two factions concerning location, but finally the property on Washington and La Salle streets was purchased from the First Baptist Church for \$66,000. The Chamber of Commerce Company immediately set about building, and in the summer of 1865 the Board of Trade moved to that building. The board occupied these latter quarters until 1871, when the great fire destroyed them. Immediately after the fire the board secured quarters on South Canal street, between Washington and Madison, where the sessions of the board were held until a temporary building was constructed for its use on the southwest corner of Market and Washington. This temporary building was of wood and was occupied by the board for one year, when, the new Chamber of Commerce having been completed, the board returned to its old quarters on the 9th day of October, 1872. As early as 1879 negotiations were commenced with reference to securing new quarters. In 1880 a committee composed of Messrs. Bensley, Culver, Rogers, Pope and Lyons, reported in favor of purchasing the property now occupied by the board, and it was purchased in 1881. The present structure was completed and occupied in April, 1885.

The first trade association at St. Louis was organized before 1863. That was the date of its charter, March 4. In 1875 the name was changed to its present, the Merchants' Exchange. This comprises all the details submitted to me by the secretary.

The Chamber of Commerce of Milwaukee was organized in 1858, and has kept up its organization and name since that date. There had been, prior to the above, various other associations under different names without continuous existence.

The Board of Trade of Detroit was first formed in 1856, but for some years was unimportant. In 1863 it



was chartered by the state. It was reorganized August, 1882, but has retained the original name.

The Board of Trade of Toledo was organized in 1840, but for some years the trading did not demand daily sessions. From 1856 it was an active association, with constantly increasing importance as a market, and retained its original name for 27 years. In 1876 it was reorganized under its present name, the Produce Exchange. It built in 1876-7 a commodious exchange, which has greatly contributed toward paying the cost.

The Board of Trade of Cleveland was organized July, 1848, and incorporated April, 1866. It was reorganized under the name of the Chamber of Commerce, February, 1893.

The Duluth Board of Trade was incorporated and organized January 3, 1881. Built and occupied a substantial and commodious building in January, 1885. Have outgrown the same, and are now constructing a larger and strictly fireproof modern exchange and office building, 100x140 feet, to cost \$250,000 for the building, to accommodate the rapidly growing and increasing grain and flouring business at the head of the lakes.

The Chamber of Commerce of Minneapolis was organized October, 1881, under the general law of that state for incorporations, and has not been reorganized.

The Board of Trade of Kansas City was organized in 1868. Incorporated in 1876. Reorganized July, 1888, under the name of the Commercial Exchange.

The Chamber of Commerce of Portland, Oregon, was organized April, 1890.

The Grain and Flour Exchange of Pittsburg, Pa., was organized in 1882, chartered in 1883, and is an active association at this date.

Fifty-five years ago the west was not a producer of grain or wheat products even to the extent of the consumptive wants of her people. There was a beginning of a surplus in Ohio and Michigan. The limited lake traffic was nearly confined to Lake Erie, and was covered by the westward bound merchandise and the food supplies of the early traders, and the household goods of the immigrants, and all transported on the passenger steamers of that period. Lake Michigan had no commerce at all, save of the elements I have described above. "The schooner Illinois, of 100 tons," it is stated, "was the first vessel to arrive at Chicago from the lower lakes, July 19, 1831, when she was hauled over the bar. On that occasion all the male inhabitants of the village, including boys numbering nearly 100, assisted in dragging the craft across the bar. Flags were then raised and sail made on the vessel, and she sailed up to the forks of the river in line style." But long after this, the great current of immigration and growth continued to be pointed to Ohio and Michigan. The state of Ohio was engaged in constructing a canal from Toledo to connect with one already built from Cincinnati to Piqua, Ohio, and also of a canal to the state line of Indiana, to form a connection with the Wabash river at Terre Haute. The latter improvement was opened to Lafayette, Ind., in the fall of 1843, and the line to Cincinnati in 1845. It will be seen presently that this bit of history is pertinent to the topic of my paper. It is also pertinent to observe that 55 years ago, and before that period, no commercial writer or thinker had advanced the theory that railways would ever become an instrumentality of commerce. Water was then believed to be the only medium of commercial transit—by canals, rivers and lakes. After the completion of the canals I have described, and of the canal from Cleveland to Portsmouth on the Ohio river, the growth of commerce at Toledo and Cleveland, with Buffalo and Oswego, rapidly increased. Southern and central Ohio and the Wabash valley had been reached, and in 1845 these vicinities were producing a limited agricultural surplus. The Wabash canal drew the trade in grain—what little there was in Illinois—from very near Chicago.

When the iron rails began to reach out their arms from Chicago, across the level plains of Illinois, they were very soon transformed into the servants of commerce. In its results upon commerce, growth of population and the consequent expansion in agriculture, this event was of the most transcendent import. It came upon the world without the heraldry of previous prophetic writers, but it unfettered commerce from a reliance upon the great water ways, and by its equal-

izing power has built an empire west of them. Penetrating our vast interior it has given value to the products of the soil over areas of thousands of miles which would otherwise have been well nigh worthless. It has been an almoner to the world's millions of poor in the cheapening of bread and meat.

Under the aid of this powerful and beneficent system of transit the population—the productions of agriculture, forests and the mines, and the wealth of the great west have increased with a rapidity matchless in any other country or age of the world.

A necessary outgrowth of this unprecedented grain production was the steam elevator. Again old methods were entirely inadequate. Primitively the farmer's grain found a market in bags. When canal boats and railway cars began to transport corn in bulk, the elevator, propelled by horse power, the power frequently located in the peak of the roof, was a marked improvement in methods, but the ever swelling tide of the farmer's surplus compelled receivers to harness the power of steam to their elevators. It was a striking example of progress when a steam elevator of the capacity of 150,000 bushels was built. Chicago now has one of the capacity of 3,000,000 bushels.

The original method of purchase and sale of grain was by the exhibition of samples, but as the grain movement increased its volume and the area from which it was derived was widened, this process of trading became more and more unreliable, unsatisfactory and unjust, not only to the producer; but to the buyer. Grain of widely varying vicinities and qualities was necessarily stored in a common reservoir. The producer of a high grade of grain was robbed of the just compensation for his intelligent and enterprising husbandry by its mixture with the lower grades in the common mass. But American genius may be relied upon for overcoming greater obstacles and inequalities than were grouped under this primitive system of storing and selling grain, and an American merchant devised a method of grading or inspection, and of storing each grade separately. It is stated, and doubtless with entire justice, that Mr. Julian S. Rumsey, the president of the Chicago Board of Trade in 1858, was the author of this equitable and beneficent improvement. It was soon adopted at other grain centers in this country, and is now a necessary element at all of them. All the traffic in grain in this country, from the purchase of the producer to the sale of the exporter, is now conducted under this system of grading. The grades of grain at all the trading centers are substantially uniform and well known all over the world, and an English or Continental buyer, fully apprised of prices everywhere, and the value of grades, can make his order for purchase in the cheapest market, with confidence in the identity of the grain.

These outgrowths of new methods I have described were the inspiration of necessity—the pressure of new conditions—the inventive skill of an enterprising people. In commerce it is a great American system, with only feeble attempts at rivalry, in late years, in the old world.

#### OFFICES AND BENEFITS OF THE EXCHANGES.

The disposition of mankind to unite and organize into associations in furtherance of the common, as well as the individual interest, found development at a very early period. Creditable histories date their origin in the twelfth century or before, under the name of guilds. Germany and England were the first to adopt them. First there were the social guilds for the protection and care of its members and especially in sickness and for burial, and in this respect doubtless the basic idea was derived from the much more ancient order of Masons.

The religious guilds were of great importance. By purchase and by gifts they acquired property of great ultimate value, and to them England is indebted for churches, guild halls, grammar schools, etc.

Merchants' guilds were also organized at this early date, for the consideration of measures tending to advance their interests, but in no sense combining the feature of the trading association.

Associations for trading purposes, with rules, by-laws, chapters and initiation fees, are a comparatively modern thought and necessity. In the older cities of England and the Continent of Europe they had their

origin—London, Liverpool, Glasgow, Hull and elsewhere. In our own country these associations have found a wider field for usefulness and are applied to a greater variety of commodities. The growth previously noted of our products of agriculture, cattle range, mines and forest and the enormous trading requisite to the movement of these products of agriculture, cattle ranges, mines, these associations in all our leading cities of the West, and endowed them with a volume of exchange trading, power and influence, at once matchless in history and far exceeding the anticipations of the most hopeful and sanguine prophecies. Again in connection with all the other outgrowths of necessity, previously described, it is a development of a great American system in the Western world. Chicago leads the world in the business on her Exchange, but Chicago is by no means the only Western city where the daily transactions on 'Change exceed those of our seaboard save one, and of English cities. The business of the Western Exchanges has become an unprecedented array of forces, controlled by western men and western capital. These western grain centers now control seaboard and foreign markets and are leading commercial factors around the world.

Of course the primary objects of these Exchanges are, the movement and distribution of our own and the surplus productions of the nations, and in which are embraced the ministries of transportation, warehousing and finance—to collect and disseminate such important information from the markets and of the productions of the world as are helpful in the determinations of values. But with the development of these great attainments of the Exchanges along the lines of commercial and mercantile activity are other and beneficent effects upon the members who compose them. The objects of the associations are declared to be the maintenance of the highest standard of equity and honorable dealing. To facilitate the settlement of business differences: to establish and maintain uniformity in commercial usages and to generally foster and advance the commercial interests on a sound and healthy basis. In all cases the requisite for membership is a good moral character.

What are the fruits of all these highly creditable elements of organization? Are they apparent in a spirit of uprightness and fair dealing which ought to mark the transactions of their members? Are the influences which touch and govern such associations of the leading gentlemen of our cities of a character to elevate to higher aims in morals, equity and a generous forbearance in trade? In the minds of those familiar with the operations of the Exchanges there is no dissenting voice, and the statement of this fact is a creditable reflection upon all the great trade organizations East and West. As large a proportion of the members of these exchanges as in any other line of traffic in this country or in the world are honorable, high-toned, wealthy and liberal hearted merchants and gentlemen.

One of the most important, beneficent and necessary outgrowths of trade on these exchanges in the movement of the great crops of the country, is the method of trading for future delivery. This again may fairly be claimed as an American system. It is a growth of 25 years, and its progress is clearly marked along the lines of our productions and the commerce incident thereto. This feature in the grain trade of this country has commended itself to all who participate in and understand its relations. While it has become a great equalizer of values, it is at the same time a supporter and protector of values to the producer, by facilitating the purchase and movement in the interior of large lines of product which can be immediately resold for the future to exporters, or to foreign markets direct, and thus minimize the risk. By thus relieving the buyer from carrying large quantities of grain, or other product, at a risk of loss, the purchaser reduces the margin between the producer and consumer to the smallest commission or profit. The system has developed great advantages to the agricultural interest along this line. The movements of the surplus products after harvest have become so large that under the old methods of trading the buyer would be snowed under with a quantity so great that a large margin in the price for safety would be necessary, while under the custom of selling for future delivery the commis-



sion or profit is reduced frequently to half a cent per bushel on grain, and again I say the system is a great equalizer and promoter of values to the producer.

Another feature of advantage to this agriculturist is, that he can himself secure the gain of a sale for future delivery at a higher price, instead of swelling the great tide of products pressing on the market as soon as it can be prepared for sale after harvest. These exchanges, each of them, expend thousands of dollars per annum for information from all parts of the world and which is disseminated in all directions, by telegraph, the press and correspondence, and the farmer is as fully apprised of the values, present and future, as the merchant. The larger the volume of the this trading for the future, and the greater its activity on all the exchanges, the more sure and steadfast the prices. The greater the facilities offered to the producer for marketing his surplus, the closer he approaches the consumer in the price of his product. The exchanges of the West have reduced the old margin of twenty to twenty-five years ago of 10 cents per bushel, made necessary for safety to the buyer and holder of large lines until it could reach the seaboard, to one-half a cent per bushel.

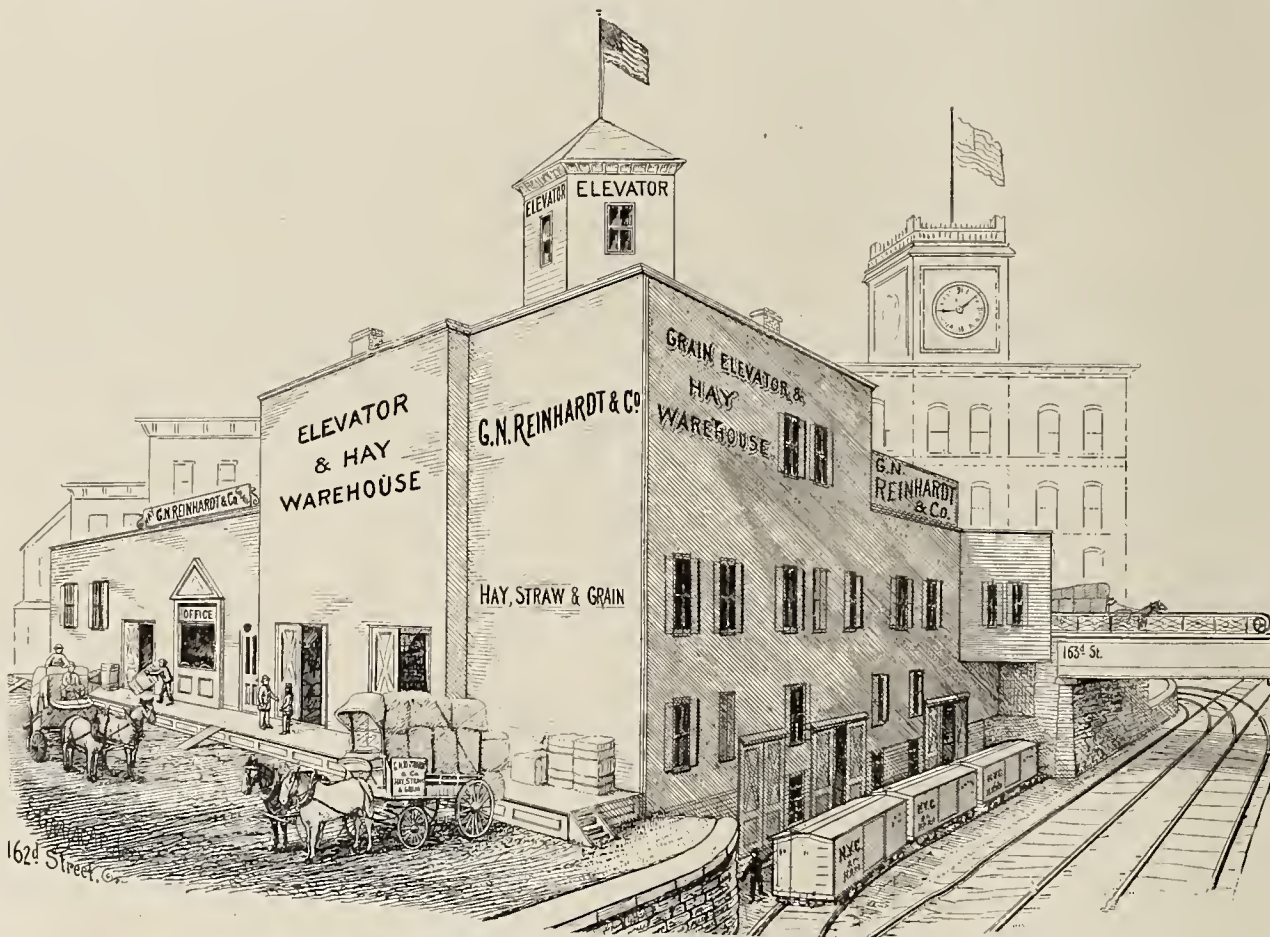
The dealing for future delivery has been charged, by those who can only observe the surface of events, with increasing the speculative tendencies of the community. To say that there is speculation in grain, pork, cotton and land, is simply to admit an element as old as the race. This feature in human nature is hoary with age. Perhaps its volume increases no more than in a ratio with the increase of the population, of the world. It will never be eradicated. But in the daily routine of business on the exchanges the speculative dealing is definitely less than the current supposition. A vast amount of trading that assists to convey the speculative impression to the onlooker is made in the interest of a positive protection against transactions which would otherwise prove speculative and hazardous. It would be tedious to schedule here all the reasons that support this trading for future delivery on the exchanges.

It is another instance of a great development in commercial custom and law which has been sanctioned from common pleas to the United States Supreme Court. The law has cast its shelter over it, as it should, and does, protecting every man in the pursuit of legitimate trading under conditions made necessary by the exigencies of progress and an expanding commerce. It is the support and sanction of law upon the trading and interchange of the citizen upon such conditions and terms of time as are demanded by the circumstances of the period.

Attempts have been made to destroy this system of trading by congressional enactment. One basis of the attempt is an erroneous view of the effect of its operation upon values of the products of the soil. Another is believed to be in the interest of those who seek to reduce to a lower level the market values of the farmer's surplus. Whatever the pretext may be, whether a narrow misconception, or a dishonest scheme for gain, it is an attempt of reductionists seeking by statute law to turn back the tide of human progress. It is an attempt to impeach what has been ordained under the inspiration and pressure of necessity and new conditions and should never be tolerated.

The offices and prosperity of the exchanges are closely interlocked with the interest of agriculture, transportation, mining, lumber and all economic questions. All these lines are represented in their memberships. The aim of these organizations is to move

the grain, cattle, hogs and all products of the field and earth, at the lowest possible cost. They are interested in cheapening the cost, not only of production, but in methods of preparation for market, and in the lowest rates of transportation from the producer to the consumer. In the ratio that wider markets are explored and secured, so are the more distant areas of production brought nearer, volumes of traffic and buying and selling increased, and prosperity enhanced. These great commercial bodies are the representative forces of the inter-trading of our people, and with the nations of the world. Year by year their beneficent influence upon all lines of business increases, and will increase in strength and helpfulness to upright, intelligent and sound commercial usages. Their members are interested more than others in honesty and fidelity of purpose. They do not require the interposition of congressional or state enactments to teach them integrity. The interest of each member is a security of safety to all who come in touch with the organization, and such securities are more powerful than those enforced by the most exacting statute. Any attempt by congress at narrow limitation of the conditions regulating the fair trading of the people of this country, on or off these exchanges, will never be tolerated. It would indicate the spirit of a darker age.



REINHARDT & CO.'S NEW ELEVATOR IN NEW YORK.

Doubtless there are imperfections in the human nature of members of these exchanges. Doubtless there are imperfections in the trading, since nothing ordained by man is perfect, but the great body of these merchants are pledged to and practice honest, upright dealing. Every exchange has its rules for punishment by expulsion for dishonorable conduct. Is it not better and safer to trust to the ministrations of honest and high-minded merchants for the correction of all imperfections than to invoke the aid of the government espionage and detectives, which, to the least and greatest degree, are hateful and intolerable to the American citizen?

When visiting the World's Fair call at the office of the AMERICAN ELEVATOR AND GRAIN TRADE, Room 5, 184 Dearborn street, and place your name on our visitor's register with home and temporary address.

It is not the wisest thing a farmer can do to store his wheat in an elevator, especially on a declining market, says a Northwestern paper. The farmer who stored wheat a year ago last fall when it was worth 85 cents might almost as well have donated 15 cents a bushel. Now when the farmer calls for a settlement he will get the present price for his wheat less the storage of 15 or 18 cents per bushel. The farmer who wants to speculate on his wheat should have a good granary on his farm and keep his grain there.

## REINHARDT & CO.'S NEW ELEVATOR IN NEW YORK.

A new private elevator and warehouse has recently been completed at Melrose Station, New York City, by G. N. Reinhardt & Co., receivers of hay, grain and feed. The elevator has a storage capacity of 30,000 bushels of grain and the warehouse has room for 8,000 bales of hay.

The machinery consists of one 25 actual horse power White & Middleton Gas Engine and an S. Howes No. 6 Double Receiving Separator. The elevator has a receiving capacity of 1,500 bushels per hour, and now consumes but 15-horse power in doing so.

It has two elevator legs, one of which takes the grain from a hopper at the car door and carries it to the top floor receiving bin. From here it is run into a scale hopper weighing 100 bushels at a time. From the scale it goes over the separator on the ground floor into the second leg, which carries it to the tower; from there it is spouted into the several bins. Two friction pulley hay hoists are just inside the doors. The elevator was constructed by Chas. F. Rilling of New York.

A feed grinder and an oat clipper will soon be added. The house has two entrances—one on One Hundred and Sixty-third street, facing the bridge over the railroad tracks, and the other is on One Hundred and Sixty-second street, where Rheinhardt & Co. have a yard 50x100 for loading trucks. The house is conveniently located for receiving and distributing grain, feed and hay.

## IMPORTS OF RICE

In May we imported 200,000 pounds of rice from Hawaii, 5,872,394 pounds from other foreign countries and 5,077,850 pounds of flour, meal and broken rice, against 647,100 pounds from Hawaii, 6,889,746 pounds from other foreign countries, and 4,712,112 pounds flour, meal and broken rice in May, 1892.

The imports for the eleven months ending with May were 8,078,800 pounds of rice, valued at \$334,747, from Hawaii;

69,477,615 pounds of rice, valued at \$1,196,697, from other foreign countries, and 60,148,263 pounds of flour, meal and broken rice valued at \$1,094,660, compared with 6,869,100 pounds of rice, valued at \$339,876, from Hawaii; 67,217,386 pounds of rice, valued at \$1,354,433, from other foreign countries, and 51,811,189 pounds of flour, meal and broken rice, valued at \$941,123, for the corresponding period of 1891-2.

Of foreign rice we exported during the eleven months ending with May 57,729 pounds Hawaiian rice, valued at \$1,601, and 9,998,466 pounds of other foreign rice, rice meal, rice flour and broken rice, valued at \$198,304, in comparison with 14,500 pounds of Hawaiian rice, valued at \$506, and 9,987,683 pounds of other foreign rice, valued at \$197,505, during the corresponding period of 1891-2.

Broom corn valued at \$17,125 was exported in May, against \$6,611 in the preceding May; and during the eleven months ending with May broom corn valued at \$149,531 was exported, against \$212,567 during the corresponding period of 1891-2.

Flaxseed amounting to 39,717 bushels was imported in May, against none in May, 1892; and for the eleven months ending with May we imported 100,158 bushels, valued at \$131,952; against 251,116 bushels, valued at \$278,407, for the corresponding period of 1891-2.



## WHEAT RECEIPTS AT PRIMARY MARKETS.

According to compilations of Cincinnati *Price Current* the annual receipts of wheat at Western primary markets are approximated in the following exhibit, for years ending July 1:

	Winter markets.	Spring markets.	Total bushels.
1885-86.....	27,000,000	66,000,000	93,000,000
1886-87.....	41,000,000	94,000,000	135,000,000
1887-88.....	30,000,000	86,000,000	116,000,000
1888-89.....	30,000,000	62,000,000	92,000,000
1889-90.....	33,000,000	90,000,000	123,000,000
1890-91.....	30,000,000	88,000,000	118,000,000
1891-92.....	72,000,000	175,000,000	247,000,000
1892-93.....	84,000,000	183,000,000	267,000,000

It is to be observed that the groups of winter and spring grain markets do not distinctly show the relative receipts of winter and spring wheat. For instance, Chicago is in the spring grain group, and receives large quantities of winter wheat. The receipts also are to be recognized as showing more or less duplication, but in a general way the comparison is probably fairly correct.

The production of wheat in the states tributary to the Western primary markets for years indicated is shown in the following compilation:

	Spring wheat.	Winter wheat.	Total bushels.
1885-86.....	119,000,000	123,000,000	242,000,000
1886-87.....	192,000,000	138,000,000	330,000,000
1887-88.....	188,000,000	145,000,000	333,000,000
1888-89.....	170,000,000	119,000,000	289,000,000
1889-90.....	211,000,000	142,000,000	353,000,000
1890-91.....	150,000,000	126,000,000	276,000,000
1891-92.....	269,000,000	196,000,000	465,000,000
1892-93.....	246,000,000	140,000,000	386,000,000

The foregoing figures represent official estimates, which for 1891-92 and 1892-93 are conceded to understate the production.

## GRADING GRAIN AT COUNTRY MARKETS.

A Kansas City paper, *The Indicator*, which is published in the interests of farmers is trying to induce its readers to teach the country grain buyers how to test grain with a tester. Very naturally this champion of honesty and upright dealing insists that buyers should pack the tester full. It could with as much justice demand that testers be filled with a hydraulic press. It says: "Farmers in all parts of the grain growing sections of the West are liable to be badly swindled by the local dealers in the purchase of grain of all kinds, and especially of wheat and flax. The local dealers estimate the grade of these grains by the brass tester, which is filled with the grain and then weighed. The proper way to use this tester is that adopted by the official inspectors of grain; that is, by driving the tester into the grain and filling it to its full capacity. The grain is then full weight and its grade is established honestly. The local dealer is very likely to pour the grain into the tester, and thus give it a light weight, which makes No. 2 wheat grade No. 3, and, of course, cheats the farmer out of the difference between the two grades of wheat, often several cents per bushel. If any of our readers wish to see how much he may be cheated in this way let him fill a quart cup with wheat or flax seed, pouring it in as gently as possible, holding his hand near the cup, until full, then strike off and weigh. This is the test often used by local buyers. Then fill the test cup, and tightly compress until the cup is full, weigh and note the difference. We have had the same sample of wheat tested by two men in the same town and within the same hour, one the local miller the other the local buyer. One made it No. 3 and the other No. 2. We do not wish to insinuate that all local dealers are dishonest. Many of them are as honest men as can be found in the community, but the temptation to dishonesty is very great and they must be made up of something better than the average quality of human nature if a large per cent. of them do not take this advantage and rob the farmer of from three to ten cents per bushel on their grain."

For very good reasons the *Implement Trade Journal* does not agree with the *Indicator*. It says: "The above advice is indeed surprising, not only because it is unnecessary, but because it is so misleading. No

grain inspector is allowed to pack samples. His tester is made to grade grain in its usual state, just as it may be found in a bin or car—not compressed. Even pouring a sample into a tester is against the regulations of most grain inspection departments, therefore the local buyer who adopts that plan favors instead of robs the seller. There is no need of such complaint against grain buyers. They need no more watching than farmers or any other class of men. In fact, most grain buyers are kept fairly active holding their own with "the honest farmer," and the watchfulness of the latter may be relied upon without the casting of such unfounded suspicions as the above."

Country dealers are not gullible chumps by profession and will not abide by the results of tests made in any such unfair manner, even should the readers of the *Indicator* be narrow minded and selfish enough to ask it. A bushel measure compressed full is not the standard for buying at country markets. If it were, buyers could soon get rich buying by measure and selling by weight.

## KANSAS STATE GRAIN INSPECTOR SAM. P. JONES.

Kansas is the first state to have its state grain inspection department placed in charge of a farmer,



STATE GRAIN INSPECTOR SAM. P. JONES.

yet, as no complaints have been made against the inspection department during the several months of his management, it must be that the service is satisfactory to the trade.

Sam. P. Jones was born July 29, 1844, in Cincinnati, O. His father died when he was three years old, and a few years later his mother moved into the country, where Sam worked on the farm in summer and went to school in winter. When Fort Sumpter was fired upon in 1861, Sam, though scarcely 17 years of age, enlisted in Co. I, 5th Regt., Ohio Vol. Inf. He served with the regiment in the battles of Winchester, Port Republic, South Mountain, Antietam, Chancellorsville and Gettysburg. His strength gave out and he was discharged on account of inability.

After recuperating he went on the river and learned it between Cincinnati and New Orleans as a pilot, under Capts. John and Charles Sebastian. He served on the river as pilot for 15 years. He served on most of the packets in the Cincinnati and New Orleans trade and was pilot on the Charles Morgan when she beat the A. C. Donally in a race between Cincinnati and New Orleans, in which race the Morgan beat the Duke of Orleans' time, which was the fastest on record up to that time—5 days 11 hours 59 minutes. Mr. Jones was married in 1875. In '78 he concluded to leave the river, and went West in 1879, locating in Harper County, Kansas, where he pre-empted 160 acres of land. His first purchase was an ox team, with which he commenced to break sod. He has lived on this same tract of land ever since, raising, handling

and shipping wheat, until Gov. Llewelling appointed him state grain inspector.

In regard to his political affiliations, he was originally a Democrat, and still claims to be one. He voted for Peter Cooper, was in the convention that nominated Horace Greely, voted for Streator, was a delegate to the state convention that nominated Llewelling; also a delegate to the Omaha convention. His appointment was given to him as a reward to his county, for having cast the largest majority in the Seventh Congressional District and the second largest majority in the state. His petition to the governor for the appointment was signed by 75 old soldiers in his county, who are actual wheat raisers and regardless of political affiliations. He is a member of Benton Post No. 61, G. A. R., and has a host of friends.

## MEETING OF ILLINOIS GRAIN MERCHANTS' ASSOCIATION.

The Illinois Grain Merchants' Protective Association held its regular annual meeting at Chicago June 19. President F. M. Pratt of Decatur was in the chair. In calling the meeting to order President Pratt said: "The main thing to be considered by this convention is the discrepancy in rates and weights. Shippers throughout the state lose a great deal of grain and something should be done to stop it. We should have a new bill of lading. It should be a clean bill of lading and contain a clause requiring delivery within a reasonable stipulated time. We lose a great amount of money and trade through the slowness with which shipments are handled by certain roads. This subject will be taken up not only by the Illinois Association, but by all the associations of the western states."

There were present at the meeting delegates from Nebraska and Iowa, and it is probable that the different associations will work together for the purpose of securing the passage of an act compelling the issuing of a clean bill of lading.

Shippers have for some time been objecting to the treatment received from the railroads in the slow movement of cars. Many of the members report serious loss of business and in some instances the piling away of profits by failure of grain to reach its destination in time and after a decline in prices. The association determined to bring the roads up with a short turn, and, after several hours' discussion, formulated and announced the following resolution:

WHEREAS, A great number of our members, especially along the line of the Illinois Central Railroad, have had disastrous losses, resulting from railroads not providing cars for weeks and months at a time; also from leaving cars standing on side tracks after being loaded, causing grain to get out of condition, and also causing forfeiture of contracts, resulting in serious losses, not only to the grain dealers, but to the whole mercantile and farming community; as such losses have become unbearable the time has now arrived for decisive action; therefore, be it

*Resolved*, That it is the duty of all members of this association to see that cars are furnished by the railroad companies of this state to all members of this association promptly, or within forty-eight hours after being ordered; and, further, that such cars shall be in good condition for loading and shall be properly provided with grain doors and good roof when sent to the elevator; further that such cars shall be moved out within twenty-four hours after being loaded and promptly delivered to destination.

We hereby authorize the railroad committee to enter suit against any railroad company for damages from loss that may result from failure on the part of any railroad company to furnish cars or moving grain promptly. Members of the association are requested to notify the railroad committee of the association of any future neglect or failure of roads, so that legal proceedings may at once be instituted.

T. P. Baxter of Taylorville was elected president for the ensuing year and B. S. Tyler of Decatur, secretary.

A guide to Chicago and the World's Fair is given away to callers at the office of the AMERICAN ELEVATOR AND GRAIN TRADE.

Malted barley amounting to 97 bushels was imported in May, against 65 bushels in the preceding May; and during the eleven months ending with May 3,237 bushels, valued at \$4,033, was imported; compared with 5,100 bushels, valued at \$6,056, during the corresponding period of 1891-2.



## NEW ELEVATOR AT WELLINGTON, KAN.

A country elevator divided into many bins, so that each farmer or grain buyer can have his grain stored in a special bin by itself, is indeed a novelty, yet such is the new elevator of the Hunter Milling Company, at Wellington, Kan., which is illustrated on this page.

Sumner county, in the center of which Wellington is situated, is the largest wheat-producing county in the world, growing, in 1892 alone, nearly five million bushels. The elevator has a storage capacity of 70,000 bushels, and in order to accommodate customers, is divided into 65 bins ranging in capacity from 500 to 2,000 bushels each. Grain is received for storage from individuals or grain dealers at the usual rates, and is kept separate from other grain in the elevator, an advantage not afforded by any other country elevator company in the state.

It is 40x60 feet in size and its walls of solid cribbing rise to a height of 52 feet above the water bench. The structure stands upon a solid rock basement, the walls of which are of an average thickness of three feet, and twelve feet high. The foundation walls occupy trenches four feet wide and three to four feet deep. A three-story Texas, 20x60 feet, at the top of the elevator, affords ample room for the numerous separators, cyclone dust collectors, cleaners, etc., with which the structure is supplied, and by means of which about 50 car loads of grain can be handled and cleaned every day. A 700 bushel hopper scale on one of the upper floors has a scale beam on the ground floor. This, with a brand new 50 ton, 40 foot railroad scale placed recently in front of the elevator, gives it unsurpassed weighing facilities. Grain is received from a double wagon dump on the south side and conveyed into the boot of the large elevators, two of which carry it to the top of the structure, a distance of 107 feet, where it is distributed by spouts to the various bins or to the cleaning machinery. Grain received from ears is spouted directly to the elevator boot and is unloaded by one man with an automatic steam shovel at the rate of a car load in fifteen minutes.

To secure economical power for the elevator a change in the mill was suggested and the result has demonstrated the wisdom of the suggestion. The power plant of the mill is housed in a one-story brick apartment, 38x40 feet in size. It consists of a 75 horse power 12½x24 slide valve engine, transmitting power by means of an eight-foot iron drive wheel, revolving 160 times per minute, through a 15-inch 6-ply belt. Steam is furnished from an 80 horse power boiler, 66 inches by 14 feet in size, connected with which are two heaters, one a Stillwell & Bierce No. 6. Heretofore the full power of this plant has been exerted in running the 100-barrel mill, owing to the cumbersome character and complex arrangement of the machinery. Under the new arrangement by means of rope transmission the elevator is run to its full capacity, and the mill also, from the one power plant; there is plenty of power to spare, although the capacity of the mill has been increased to 200 barrels daily.

Immediately in front of the mill is an elevator 20 by 100 feet in size, 52 feet high, with a capacity of 20,000 bushels of grain, under which is a driveway with two dumps into which wagon grain is unloaded with great rapidity. Grain may also be taken directly from ears into either of these dumps.

To facilitate business this splendid property is connected with the A., T. & S. F. railroad by two side tracks, one in front and the other running to the boiler house. Another track down the middle of the street has been provided for and will soon be built, giving upward of 3,000 feet of track room.

The officers of this company are Geo. H. Hunter, president; John A. Bookwalter, vice-president and manager; and Bion S. Hutchins, secretary and treasurer. Mr. Hunter was formerly a merchant at Normal, Ill., and also in this city. On Feb. 24, 1879, he began the milling business on his own account without previous experience, in a little 24 by 32 foot, two-story frame structure and has made good money almost every year since. He studied every feature of the business for himself and became expert in every department of the mill, personally conducting, at the same time, every detail of the business department. By his ability and untiring energy he has kept the mill grinding during the full 24 hours of almost every day for the past fourteen years and has built up a magnificent property, valued at present at not less than \$60,000, besides accumulating, personally, large means on the outside. In January, 1889, the Hunter Milling Company was organized, but Mr. Hunter has continued in the active management of all of its affairs,



NEW ELEVATOR AT WELLINGTON, KAN.

and unexampled prosperity has attended its every effort.

Mr. Bookwalter, the mill manager, is a veteran in the business, and has been head miller of some of the best mills in Indiana and Kansas. He was for years with the Newton Mill & Elevator Company, and later with the Hutchinson Mill & Elevator Company.

The stock of the company is all held by the two gentlemen above mentioned and Bion S. Hutchins. The latter has been in the newspaper business at Kingman, Hutchinson and Clay Center, Kan. for a good many years, but became interested in the mill company in May, 1892, since which time he has had general oversight of the sales department, looking after collections and doing the outside work.

Milwaukee's mills ground 9,500,000 bushels of wheat in 1892. The malt houses used 6,000,000 bushels barley.

Subscribe for the *Hay Trade Journal*, published at Canajoharie, N. Y., and the *AMERICAN ELEVATOR AND GRAIN TRADE*, if you desire to be well informed on matters relating to the grain and hay trades. The price of both for one year is only \$2.

## FALSE CHARGES AGAINST COUNTRY ELEVATOR MEN.

An unprincipled sensational sheet published at Chicago, and known as the *Post*, is making a strenuous effort to secure a large number of subscribers among the farmers of the Northwest by following in the path of the demagogues who have led the bucolics into many a bog during the past few years, by abusing and libelling the country grain buyer. The *Post* has no regard for right or wrong, it wants subscribers, and by publishing the following tirade against country elevator men it hoped to endear itself to the farmers of the Northwest. If the business of all the country elevator men of the Northwest was destroyed that would not make any difference to its publishers.

In its issue of June 29 the *Post* published the following from its Minneapolis correspondent:

"There is good excuse for lack of confidence in the integrity of the Northwestern warehouse receipts.

Possibly the elevators in Duluth and Minneapolis are run on principles of the sternest commercial honor, but the whole elevator business of the northwestern country is tainted, and none know better than the grain men themselves that eternal vigilance is the price of insurance against loss from the dishonest practices current in Minnesota and the Dakotas. Hence, when a scandal is sprung, every man in the grain business feels uncomfortable until he learns to a certainty that he is not a sufferer. It is as when some in a crowd raises a cry of 'pickpocket.' Every fellow feels for his wallet.

"The country elevator capacity in the Northwest back of Duluth and Minneapolis is about 30,000,000 bushels as near as can be ascertained. The production of these states as officially estimated at Washington, ranges from 90,000,000 to 110,000,000 bushels, but inasmuch as receipts at the principal spring wheat points run over that limit, it is safe to assume that the estimate is 20,000,000 to 30,000,000 bushels short. Wheat raising is the great industry of the Northwest. It is the one crop the farmers rely on for cash returns.

"The country being new, farmers as a class have no facilities for storing and carrying their grain, and what to do with the grain becomes a serious problem. From Sept. 1, which is usually the beginning of harvest, until the end of the year it is a rush and a scramble to get the wheat under roof. Railroads are overtaxed and warehousemen have more than they can attend to. The whole wheat crop is rushed to market.

"The usual thing is for the farmer to bring his wheat to the nearest elevator station and either sell it outright to a representative of the big milling and elevator combines, or to put the grain in store, taking therefore the receipt of the warehouseman. Unless the farmer is pressed for money he commonly adopts the latter plan, preferring to carry the wheat at his own expense and take chances on getting a better price for it.

"Theoretically, the wheat remains in store until such a time as the holder of the receipt may decide to sell and ship it. It is merely stored in the warehouseman's bins for safekeeping, the owner paying storage charges and insurance on the goods. The warehouseman has no more title or claim to it than he has to the farmer's cow or thrashing machine.

"What does Mr. Warehouseman do? The charge has been laid at his door thousands of times and rarely disproved that he sells the farmer's grain the minute he gets it into his warehouse, making contracts to deliver it in Chicago, Minneapolis and Duluth at some future time. If his elevator gets full he forwards the grain to one of the three points mentioned and fills his bins with fresh wheat, going



through the same process of issuing receipts for it and collecting carrying charges and insurance on the property.

"If circumstances favor he may be able to issue certificates for four or five times as much wheat as his elevator will hold and collect the full carrying charges on every bushel of it. For that matter, he needn't have a pound of wheat in his bins, and if 10 per cent. of the talk that is afloat has foundation in fact, it is quite the thing for warehousemen to keep stocks down to the lowest notch, thereby reducing the fire risks and cost of caring for the stuff.

"In the very nature of things the elevator men become saturated with the philosophy of short selling. They argue that at every stage of the game a transaction in wheat futures is an even bet, and that with 15 to 25 per cent. carrying charges in their favor they have decidedly the best of it. These carrying charges are not an idealism with them, as is the case with the "wind" seller on the boards of trade. They represent money collected at the beginning of each month. Whatever timidity they might have at the outset about engaging in the apparently risky business of taking a man's property and then selling and shipping it away without consulting the owner disappears as the dividends come in month after month.

"Many of them are content to close up the deal as fast as wheat is shipped away, taking the money for it and pocketing the carrying charges and then holding themselves in readiness to pay the owner for the grain when he gets ready to sell it in real earnest. If the market should be lower than it was when the stuff was actually sold by the warehousemen, the latter is ahead the difference. If the price is up he is out the difference, but the loss, when one occurs, is usually paid out of the carrying charges collected for storing property that has long ago ceased to have tangible existence.

"As before remarked, many warehousemen are satisfied with the profits resulting from collecting storage charges on four or five times the capacity of their elevators, but others' more avaricious and less careful, not only sell out their customers' property, but "short" the market an amount equal to the quantity represented by outstanding certificates. Then when the property is ordered sold by the people who fancy they still have it to sell, the warehouseman reduces his short line to just that extent. By this means he doubles his risk, but at the same time he doubles his collections under the head of carrying charges, for it is the philosophy of short selling that the short seller is in himself an elevator, an insurance company and a bank—storage charges, insurance and interest all going into his pocket the same as if he loaned the money employed in handling the grain, sold the insurance and owned the elevator.

"Not all warehousemen are addicted to these practices, but many of them are, and the extent to which such operations are carried on has brought the whole business into scandalous disrepute and filled every man who raises grain or who knows anything about inside plotting with suspicion that the entire scheme is rotten. Hence, when it was charged that a big lot of wheat had been shipped out of Duluth, an electric shock went through the whole country. With a system so rotten in its branches it would not have occasioned surprise to have learned that the

main trunk had been similarly affected, though results show that at the commercial centers financial interests are so centralized that loose methods are not practiced. A higher standard of commercial honor is an essential to the raising of money in such large sums as are required to take care of the quantity of grain stored at a point like Duluth. It is noticed even there, however, that pressure has been brought to bear to force the grain into consumption in order to have a general cleaning up, preparatory to beginning another crop year. The banks and money lenders want to know beyond the peradventure of a doubt just 'where they are at.'

"One of the morals of this story is that the wheat grower who stores his wheat in country elevators and pays carrying charges on it is a 'sucker.' He puts a club in the hands of his enemy. His grain is sold anyway, sometimes only once, but oftentimes two or three times, so that when, after months of weary waiting, he determines to sell he is obliged to take a lower price than he could have obtained at the outset—a price made by the selling of the crop by men who, in nine cases out of ten, have no legal

would be offered that he had shoved the grain into storage at Minneapolis or Duluth, where it was as safe as in his own bins and more desirably situated—nearer the big markets. Where ordinary shrewdness is exercised, detection is practically impossible.

"Yet to such an extent is the abuse carried on, it is safe to say that if there should be a big advance in the market any time between the first of October and the first of the following May, half the warehousemen would cross the line into Canada. They could not pay the farmer the difference between the price at which they had sold his wheat and the price at which an accounting would be demanded."

## EXHIBIT OF THE NORDYKE AND MARMON COMPANY IN AGRICULTURAL HALL.

One of the most attractive exhibit of machines in the Agricultural Building at the World's Columbian

Exposition is the exhibit of the Nordyke & Marmon Company of Indianapolis, Ind., at 190 Annex N. E. of the Agricultural Department.

The illustration published herewith gives an excellent view of the exhibit and its surroundings. The exhibit is in charge of W. A. Nordyke, who will be pleased to explain the operation of any of the machines exhibited. Among the machines on exhibition are the following: A vertical grinding mill, which was awarded the highest prizes at Cincinnati, St. Louis, New Orleans and Indianapolis fairs and expositions; a cornmeal outfit, consisting of a Hoosier Corn and Cob Crusher; an 18-inch French burr mill and an elevator connecting the two; a Bradford Portable Mill, under-runner style, which has been granted several diplomas at different expositions; a Nordyke Under-Runner Pulley Mill, which has been awarded a number of prizes at expositions and fairs; a New Era Mill, which has also carried off

a number of prizes at expositions; a corn and feed roller and a Mowrer's Automatic Degenerator.

The diagram of part of the grounds given beneath, shows the location of the Nordyke & Marmon Co.'s exhibits in the annex to the Agricultural Building



EXHIBIT OF THE NORDYKE & MARMON COMPANY IN AGRICULTURAL HALL.

title to the property. The poor farmer gets the worst of it from start to finish. It is a question with him whether to take the offers of the millers' combine on the jump or hang on and be eaten up with carrying charges and finally accept less money months afterward.

"This pernicious system would not have been interfered with in the slightest degree by the passage of the Washburn-Hatch anti-option bill. On the contrary, the teeth of the wolves would have sunk deeper in the throat of the producing interest. The farmer would have no show whatever for his "white alley."

"The question is asked, Why do not the farmers combine to punish dishonest warehousemen? How are farmers scattered over a radius of fifty to eighty miles going to combine for any such purpose? It would be possible to make a case only by farmers who had stored grain getting together in sufficient numbers to come down on the warehousemen with an aggregate of warehouse certificates representing a larger quantity of grain than he could have in store at the time. Where neighbors are five miles apart, such a movement would be well nigh impossible. Then again, if the warehousemen should be caught in that predicament, as some have been, the excuse

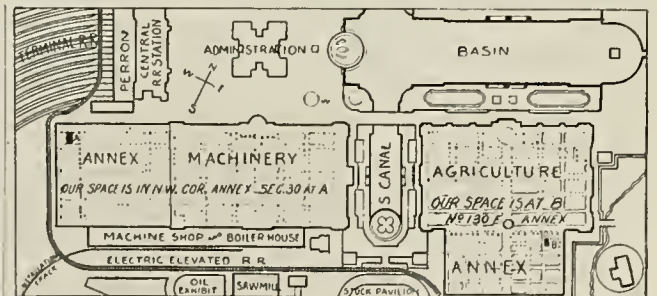


DIAGRAM SHOWING PART OF WORLD'S FAIR GROUNDS and the annex to Machinery Hall, where visitors are ever welcome.

Flaxseed amounting to 8,080 bushels was imported during April, against none in April last year; and during the ten months ending with April 60,439 bushels, valued at \$82,195, was imported; against 251,116 bushels, valued at \$278,407, during the corresponding period of 1891-2.



## THE COMMERCIAL NEED OF A UNIFORM SYSTEM OF WEIGHTS AND MEASURES.

[Paper read by E. P. Bacon, president of the Milwaukee Chamber of Commerce, before the Board of Trade Congress at Chicago.]

With the rapid development of commercial intercourse between the nations of the globe, which the past half century has witnessed, the need of a unification of the systems of weights and measures in use in different parts of the world has impressed itself upon the minds of those who take part in the interchange of its products by means of the processes which constitute what is ordinarily termed commerce. With the intimate commercial relations now existing between the civilized people of the world, when price quotations are flashed daily, and in many instances hourly, from continent to continent, and commercial transactions are negotiated between residents of different quarters of the globe in communications transmitted with greater than lightning speed, there is no time to spare for unnecessary mathematical calculations in reducing the terms of one nation to their equivalents in those of another, expressing weights, measures and values.

When the countries of the world were separated from one another by great natural barriers, whether consisting of vast bodies of water traversed only by slow going vessels, or of mountain ranges which are next to impassable, comparatively little interchange of commodities was practicable, and it mattered little what diversity of metrological systems prevailed in the various countries; but as the resistance offered by geographical barriers was gradually overcome by the achievements of engineering skill, combined with commercial enterprise, and the nations were brought into closer contact with one another, the complexing diversity of systems in use for the definition of quantities of exchangeable commodities was found to be a serious obstacle to commercial progress, the only remedy for which, it was manifest, lay in the adoption of one common system of weights and measures by all nations who interchange their respective products.

The countries of continental Europe, notwithstanding their reputed conservatism and rigid adherence to establish customs and methods, took active measures in the early part of the present century, in promoting the adoption of such a system. To France belongs the distinction of having devised and perfected a system of such simplicity and unrivaled adaptation, that it steadily won its way into use by one after another of the nations, until, with the single exception of Russia, it was adopted in every nation on the continent, and had also become the established system of the leading commercial nations of Asia, Africa, and by all, except the English-speaking portion, of the people of the Western hemisphere.

This system, known as the "metric system," possesses so many manifest advantages over any other in use, and has already been so extensively adopted by the commercial nations of the world, that in discussing the subject of a uniform system of weights and measures it must be regarded as the only one the universal adoption of which can reasonably be expected. That such uniformity between all nations having commercial intercourse with one another is highly desirable is hardly open to question, and the urgent need of it requires not even a passing argument. That the advantages to result from it would far outweigh any temporary inconvenience and annoyance arising from the change, probably no one will deny. That the system referred to has not long ere this been adopted in this country, which is generally regarded, particularly her own citizens, as the most progressive on the face of the earth, is not easily accounted for.

If this country is to be anything more than a purveyor of provisions in its export trade and is to enter into competition with other commercial nations in supplying the world's requirements in merchandise and mechanical productions, it is essential that it should adopt the measurements generally in use in the various countries to which it seeks to extend its commercial intercourse, and adapt its wares in this respect, as well as others, to the predilections and requirements of those countries. And if our national prosperity is to be maintained, the way must be opened for an extensive sale in foreign countries of

our manufactured goods and machinery, as well as our agricultural products, in liquidation of the steadily increasing volume of imports, payment for which is now so rapidly depleting the gold reserves of the country.

The necessity of a uniform system of weights and measures for the promotion of foreign commerce is not greater than the need of a simple and rational system for use in domestic business intercourse. The incongruous collection of weights and measures in use in this country, and the irregularity of their various multiples and subdivisions, render them unworthy of the term system, and they bear evidence of having been handed down from the rudest times. In weights we have no less than four different tables, Avoirdupois, Troy, Apothecaries' and Jewellers', all varying from each other in the value of the units and in the formation of multiples and subdivisions. The Troy ounce contains 480 grains, the Avoirdupois 437½, the Troy pound 12 ounces, and the Avoirdupois 16. We have the ton of 2,000 pounds, and one of 2,240 pounds, with no distinguishing name aside from the terms "short" and "long," and we have the hundred weight of 100 pounds, and one of 112 pounds. The coal dealer buys by the "long" ton and sells to the consumer by the "short" ton, a gain to the dealer of 12 per cent. In measurements of length we have also four different tables, and in measurements of capacity three, two being used for liquids and a third for dry measure, the units of which, bearing the same names, vary in value. The gallon in wine measure contains 231 cubic inches, in ale measure 282, in dry measure 268.8. Milk is bought by the dealer by ale measure and sold to the consumer by wine measure, a gain to the dealer of 31 per cent. In Great Britain the wine gallon is used both for liquid and dry measure, but does not correspond in value with either of the three measures of the same name used in the United States.

Our measurements of distance and surface are no less confusing and irrational, but as these have no bearing upon the subject of commercial uniformity in weights and measures it is not necessary to take them into consideration in this connection; and we will proceed to contrast the heterogeneous combination of denominations and values just described, with the simplicity, definiteness and harmony of arrangement of the metric system. In this system there is but one table for weights of all kinds, one for measurements of length, and one for measurements of capacity, comprising both liquids and dry substances, and in each table the multiples and subdivisions of the unit are uniform, and are constructed on the decimal basis. Thus three tables suffice for the whole range of commercial weights and measures, and each table has but three multiples of the unit, tens, hundreds and thousands, and three corresponding subdivisions, tenths, hundredths and thousandths; which are designated in each of the tables by the same prefixes, derived from the two classic languages of antiquity, familiar to the cultivated people of all countries, Greek prefixes being used for all multiples and Latin for subdivisions. The units used are, for weight, the gram, equivalent approximately to 15½ grains avoirdupois; for measurement of length, the meter, equivalent approximately to 40 inches; and for measurement of capacity, the liter, equivalent approximately to a quart, wine measure. Ten units of either table are designated by the prefix Deka, one hundred by the prefix Hekto, and one thousand by the prefix Kilo. The corresponding subdivisions are designated respectively by the prefixes deci, centi and milli. A capital initial letter is used in writing the prefix of a multiple, to indicate its character, and a small letter for the initial of a subdivision.

There is also a definite relation between the several units of the respective tables of the metric system. The liter is the contents of a cube each of whose sides measure one-tenth of a meter. The gram is the weight of a cube of distilled water, at the temperature of its greatest density, each of whose sides would measure one-hundredth of a meter. The meter itself is the ten-millionth part of the quadrant of the earth's meridian. The geodetic measurements for the determination of the precise length of this standard were conducted under the direction of the French Academy of Sciences, by the authority of the French Republic, and in the year 1799 the standard meter-bar was deposited, with due ceremony, in the Palace of the Archives in Paris, where it now is, and will probably remain as long as the world stands. The stand-

ard Kilogram weight and Liter measure were also produced on the basis above mentioned and placed in the same depository, and all are now in the charge of a permanent International Bureau of Weights and Measures, which was established in 1873 by the delegates of 22 different nations, including the United States and Great Britain, and charged with the duty of the perpetuation forever unaltered of the basic units of the metric system of weights and measures; the construction, verification and distribution to the various nations of authenticated copies of the prototype standards representing those units; the re-comparison of such copies whenever required, and also with the preservation and care of the apparatus employed in such construction and comparison.

It will be perceived that we have in the metric system one of remarkable simplicity and of universal adaptation, with full promise of invariability and permanency. These qualities seem to meet all the requirements of a necessary medium for uniform weights and measures throughout the world. It is already in use by more than half the civilized population of the globe, and has been legalized, although not made obligatory, by most of the remaining civilized nations. It is a system that possesses the advantages of a decimal notation, which is the distinctive feature of our system of money, a system which the government of the United States was the first to introduce, and which, as compared with the cumbersome system in use in Great Britain, affords an excellent illustration of the superiority of the metric system of weights and measures over that now in use in this country. It is difficult to understand why this country should be so far behind in metrological reform, especially when it is considered that the system offered for our adoption is so entirely analogous to our system of money, of which it seems to be the natural counterpart.

The attempt to introduce any reform involving a change in habits of thought and in mental processes, however beneficial in its prospective results, is destined always to encounter determined opposition. There are many people that cling with great tenacity to that which is old, to which they have been long accustomed, although intellectually convinced as its undesirability and crudeness; and there are many who, somewhat advanced in years, are unwilling to put forth the necessary mental exertion to acquire new methods of calculation, however simple, although conscious that the change would result in great economy of mental exercise in the future. Reform of any kind can only be effected by temporary sacrifice for the sake of future good, and but few among any people are ready to undergo sacrifice even for their own good; fewer still for the good of others. It is almost hopeless, then, to expect to see so general a reform as a change in weights and measures voluntarily adopted or, under a popular form of government, to secure a majority in its favor. In every country in which this reform has been adopted, it has been done by compulsory legislative enactment or governmental authority, and after a long period of preparation. In France, the land of the birth of the metric system, forty years elapsed after the full maturity of the project before its adoption was enforced by the government, which occurred in 1840. Its partial use was introduced into Germany by the Zollverein in the same year, but it was not until 1875 that its use was made obligatory as a whole throughout the German Empire. In other European countries, after many years of partial use, it was made obligatory, chiefly between the years 1865 and 1875. It was also made obligatory in the South and Central American Republics and in Mexico and Brazil during the same period. The system was legalized in Great Britain in 1864, and bills were introduced in the House of Commons in 1868, 1871 and 1873 to make its use compulsory after a fixed term of years, which in one or two instances passed to a second reading by a large majority, but failed of final passage. Its compulsory adoption is now being advocated in that country by an association comprising many members of Parliament and influential representatives of trade organizations. In the United States the use of the system was legalized by act of Congress in 1866, and the Bureau of Weights and Measures of the Treasury Department was directed to prepare and deliver to the executive authorities of the several states accurate copies of the metric standards, for use in the verification of weights and meas-



ures used in commercial transactions. The postoffice department was also authorized to apply the metric system to mail matter, which, however, was not carried into effect excepting in relation to foreign mails. In 1877 and 1879 the committee of the House of Representatives on coinage, weights and measures recommended preparatory legislation for the adoption of the metric system, applying it first to use in the custom houses and in the postoffice department and to transactions between the government and the people; but owing to pressure of legislation of a political nature, action was not reached on the subject. Its use has, however, been established in the United States mint and the coast survey. In Russia, the only country on the continent of Europe where the metric system has not been fully adopted, its use in the custom houses was ordered in 1870. In 1876-7 an imperial commission was sent to Paris to inquire into the practical results of metric legislation in Europe, which reported favorably, but political disturbances prevented action on the part of the government. With all the countries on her western border having the system in full use, it cannot be long before she also will adopt it, but not much can be expected in the way of progressive action, of a country that uses the Julian calendar.

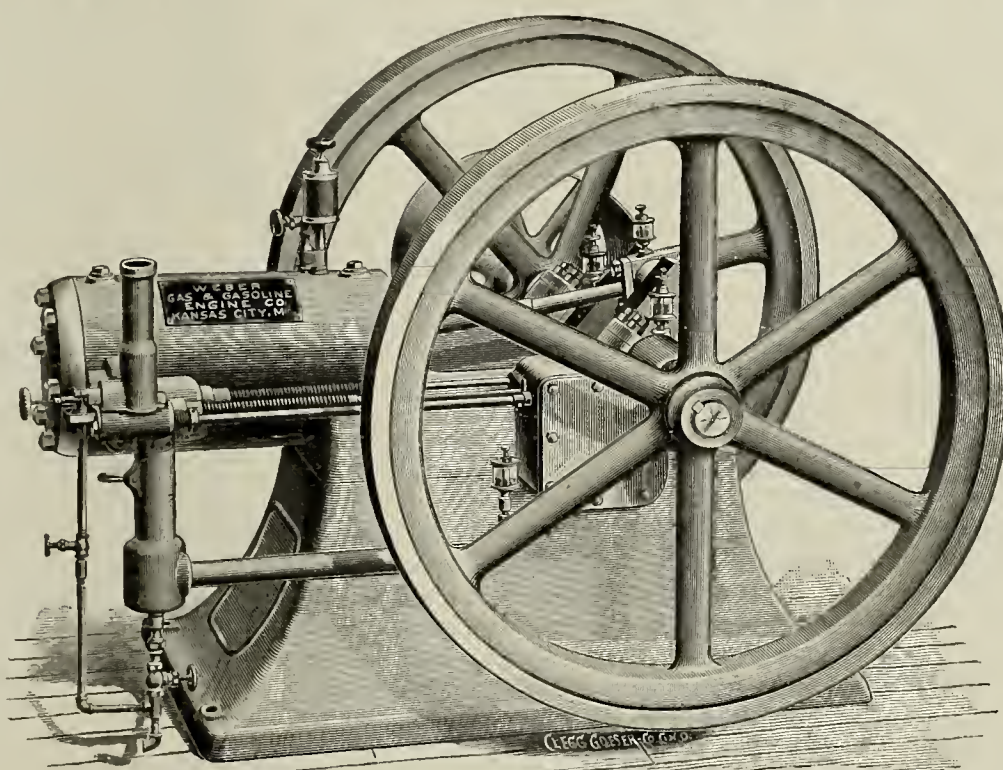
It may be thought to be contrary to the spirit of American institutions to enact laws extending to the details of business transactions between the people, as in the case of prescribing a certain system of weights and measures and making its use compulsory; and it must be admitted that it savors somewhat of paternalism. Yet when the manifest advantages of a uniform system both for internal and international use are considered, which will ensure to the benefit, directly or indirectly, of all classes of the people, is it not true wisdom to lay sentiment aside and enact such legislation as will secure to the present and future generations so great a boon? Specific authority is conferred by the constitution of the United States upon Congress to "fix the standard of weights and measures." Let this power be exercised by the adoption of the metric standards, to go into effect at a fixed date far enough in the future to afford time for full preparation on the part of the people, and the change would be made with but little embarrassment, and that of a temporary nature. That it might be ushered in with the opening of the 20th century without serious inconvenience there can not be a doubt—and this would be a fitting climax to the scientific, commercial, social and intellectual progress of the 19th century. Were our own system of equal intrinsic merit with the metric, it would be wise to cast it aside for the sake of adopting one in uniformity with the rest of the civilized world, the only available medium for which is the metric system. It is now in full use by 490 million of people, and no country having once adopted it will ever relinquish its use. Our present system of weights and measures is uniform with that of no other country on the face of the globe than Great Britain, and only partially so with that. In this age of world-wide intercommunication of nations, rapidity of transportation both on water and land, and telegraphic transmission of correspondence from continent to continent, the value of a system expressing weights and measures of all kinds in common terms in all languages is inestimable, and it accords with the spirit of the age to make use of an agency so effective in promoting harmony of ideas and eliminating elements of confusion and misapprehension. It is a reproach to the intelligence of the English-speaking people that such a barrier to commercial progress as their discordant system of weights and measures imposes should have been so long tolerated. Let us make common cause and consummate the removal of this barrier, ere the present century shall have reached its close. There is time enough for the needful preparation. The principles of the metric system have been taught in most if not all of the schools of the land for many years past. Let the time for its adoption be once definitely fixed by statutory

enactment, and the means for familiarizing the public mind with its standards and their equivalents in the system now in use will be manifold, and the transition will be made with far less difficulty than is generally apprehended. To bring about legislative action it is necessary that public sentiment on the subject should be brought to bear upon members of Congress, which can be done very effectually by the individual commercial organizations of the country, many of which are represented in this "Board of Trade Congress." Many of the scientific bodies of the country, and institutions of learning, together with special organizations for the promotion of the metric system, have been urging upon Congress, for many years, actions favoring the adoption of this system; and if the influence of the commercial organizations of the country could also be invoked, there is reason to believe that such action might ere long be secured.

### IMPROVEMENT ON POWER GRAIN SHOVELS.

BY TEXAN.

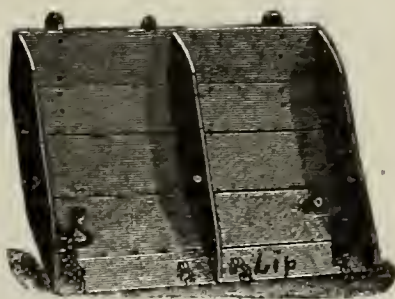
In using power shovels in unloading cars loaded with grain one great drawback has been the breaking of the scoops by contact with the boards and blocks of wood often used to patch the floors. The frequent mending of the scoop takes much valuable time that



THE WEBER GAS AND GASOLINE ENGINE.

could be better employed. Sometimes the rope gives way, causing an expense and delay that is very annoying. This drawback exists no longer with us. We have obviated the difficulty by using two ordinary spiral springs, two or more stout hinges and, in place of the bottom board, an iron lip three-sixteenths inch thick and about three inches wide.

The method of attaching the spring is shown in the illustration given herewith. One end of the spiral



IMPROVEMENT ON POWER GRAIN SHOVELS.

spring is attached to the side of the scoop and the other end to the iron plate which forms the lip. The lip moves on the hinges which are fastened on the under side of the scoop. The strength and the tension of the springs are enough to hold the lip firmly in place when scooping grain, but upon striking a block of wood or any other obstruction, the springs stretch, letting the lip turn under and allowing the scoop to glide over without breakage, and the moment it passes the spring pulls the lip back to its

former position and scrapes the bottom clean, leaving only a little grain beside the obstruction. This improvement has been in use over two years, and is not, to my knowledge, patented.

### THE WEBER GAS AND GASOLINE ENGINE.

We illustrate herewith the Weber Gas and Gasoline Engine, manufactured by the Weber Gas and Gasoline Engine Company of Kansas City, Mo. This engine, as shown in the engraving, is an extremely simple one and well proportioned. The cylinder bed and main bearings consist of one strong, symmetrical casting, making a very rigid and stiff engine, and one wherein the alignment will remain perfect and lasting.

The engine is simply an improvement on the well-known Weber Engine. The valves are direct acting poppet valves, requiring no cleaning or oiling; they lift squarely from their seats and cannot wear out. The valve gear and governor (which includes all working parts of the engine except crank shaft and piston) are encased in an iron housing, perfectly dust and grit proof, and run constantly in oil, thereby insuring complete lubrication.

The crank shafts are made of steel and finished to gauge. Bearings are exceptionally large and well proportioned. A very important feature in this engine is that of circulating water entirely around the valve seats and cylinder head, as well as completely circulating it around the cylinder, thereby increasing the life of the engine wonderfully.

In the "Weber" the gasoline is used in its natural state, with no intermediate gas making machinery or appliances. The gasoline is kept in a galvanized iron tank, which is usually placed outside of building, and connection made direct from the tank to the cylinder of the engine by a small iron pipe; thus in the "Weber" the gasoline is closely prisoned between solid iron walls from the time it is put in the tank until it is exhausted into space through the escape pipe from the cylinder where the gasoline has been consumed. Should the engine accidentally become stopped and all the valves left open, not a particle of gasoline would escape. The consumption of gasoline is under perfect control of the governor, which allows gasoline to enter the cylinder only as called for by the load on the engine.

In the Weber Gasoline Engine no dangerous apparatus is used to carbonize the air or vaporize the gasoline. Gasoline only becomes a dangerous commodity when mixed with a proportion of air. This can only occur in the "Weber" inside of the heavy iron cylinder of the engine. Absolute safety of the "Weber" is secured by excluding all air from contact with the gasoline until it is admitted to the engine cylinder in fluid form, where it suddenly commingles with a large volume of air and is ignited. Safety is also secured by providing against any possible leaks in the pipes between the engine and the tank. The tank is generally placed outside of the building, at a reasonable distance, and when filled no fire or light need, of course, be near.

Another feature in the "Weber" is that changes in the temperature do not affect its running. Constant regulating of the gasoline and air is dispensed with, nor is there any water or gasoline remaining in the tank unfit for use. The "Weber" is claimed to be the only engine in which the point of ignition is altered while engine is in operation, thereby effecting great saving. This feature is specially protected by letters patent.

Breadstuffs exports for the week ending July 6 from the United States and Canada included 2,687,000 bushels of wheat, 870,000 bushels of corn and 220,200 barrels of flour; against 2,822,000 bushels of wheat, 1,003,509 bushels of corn and 255,400 barrels of flour the week before.





[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

#### WANT KANSAS WHEAT.

*Editor American Elevator and Grain Trade:*—We would like to have the address of a few shippers of milling wheat from Eastern Kansas.

Very respectfully, F. FELLMAN & SON,  
Riverside, Ia.

#### BRAN AND SHORTS WANTED.

*Editor American Elevator and Grain Trade:*—I want winter wheat bran and shorts, half and half, in 100-pound sacks, mixed feed. Send sample and price.

EDWARD B. MERRILL,  
55 Bramhall Street, Portland, Me.

#### WANTS GOOD WHITE CORN.

*Editor American Elevator and Grain Trade:*—I am in need of one car of good white corn, suitable for meal or bread. Will shippers please let me know what it can be delivered for at Keens, Wayne Co., Ill.?

Yours etc., C. D. DAMON,  
Six Mile, Wayne Co., Ill.

#### THINKING OF BUILDING.

*Editor American Elevator and Grain Trade:*—I am thinking of building an elevator. Inclosed please find \$1, for which send me the AMERICAN ELEVATOR AND GRAIN TRADE for one year and please send me a copy by return mail.

Respectfully yours, JACOB BALTHASER,  
Amanda, Fairfield Co., O.

#### RECOGNIZES A GOOD THING.

*Editor American Elevator and Grain Trade:*—Until a sample copy of the AMERICAN ELEVATOR AND GRAIN TRADE reached me this morning I did not know there was such a journal in existence, and as I can usually recognize a good thing when I see it please put me on your subscription list. Find inclosed \$1.

Respectfully, E. W. WATKINS,  
Washington, D. C.

#### WILL REMODEL MILL TO ELEVATOR.

*Editor American Elevator and Grain Trade:*—Messrs. J. B. Jolly and R. S. Prunty have bought the plant of the Empire Mill Company. The new firm will grind no more wheat. They are taking out the machinery and will remodel the building for a grain house. Hopper scales and elevators will be put in and side track laid down to load directly into cars.

Respectfully, F. M. LANTERMAN,  
Grayville, Ill.

#### SATISFIED WITH CENTAL SYSTEM.

*Editor American Elevator and Grain Trade:*—We think, as a rule, dealers are generally satisfied with the cental system adopted by the American Seed Trade Association. There are some places where they still adhere to the bushel standard, but appearances indicate that the use of the cental system is increasing. We have not heard so far that the method has developed any disadvantages save the little trouble experienced at first in changing from the old way.

We think it would be profitable to the grain trade to adopt the cental system.

Yours truly,  
THE ALBERT DICKINSON COMPANY,  
Chicago, Ill.

#### KANSAS' TRACK SCALE LAW.

*Editor American Elevator and Grain Trade:*—The action of the railroads regarding the track scale bill passed by the legislators of our state last winter was announced in the following dispatch from Topeka, June 17: "The railroad attorneys concluded their conference yesterday afternoon with the understanding that the track scale law passed by the last legislature would be obeyed. At the larger stations track scales will be put in, and at the smaller stations the

section giving companies the alternative of accepting the weights of the local public weigher or, if there be no public weigher, the affidavit of the shippers, will be taken advantage of."

I cannot think that this law is so bad as some people would like to make out that it is, or the railroad companies would not accept it with as good grace as they have.

Respectfully yours, H. WORK,  
Sec. Kansas Grain Dealers' Association.  
Ellsworth, Kan.

#### OUR BOSTON LETTER.

*Editor American Elevator and Grain Trade:*—It is the same old story with the market: prices have ruled low and business rather slack. There have been a few spurts, but generally prices have fallen back after each one. The condition of the money market has kept business down and we still hope and look for better business later.

#### RECEIPTS FOR JUNE.

Articles.	1893.	1892.
Cotton Seed Meal, bushels.....	1,190	2,840
Corn, bushels.....	697,779	726,528
Wheat, bushels.....	1,062,131	392,607
Oats, bushels.....	619,488	692,767
Rye, bushels.....	3,930	500
Mill Feed, tons.....	2,498	4,043
Oatmeal, sacks.....	1,205	330
Oatmeal, barrels.....	1,775	3,689
Cornmeal, barrels.....	11,872	8,207
Barley, bushels.....	12,010	1,750
Malt, bushels.....	111,455	132,960
Peas, bushels.....	1,300	44,016
Hops, bales.....	566	245
Hay, cars.....	2,416	2,083
Straw, cars.....	75	130
Flour, barrels.....	94,528	110,727
Flour, sacks.....	225,714	208,255

#### EXPORTS FOR JUNE.

Articles.	1893.	1892.
Wheat, bushels.....	687,223	379,841
Corn, bushels.....	390,757	265,440
Oats, bushels.....	2,009	179,265
Peas, bushels.....		17,265
Rye, bushels.....		3,563
Cornmeal, barrels.....	3,309	1,882
Oatmeal, barrels.....	460	451
Oatmeal, sacks.....	2,190	1,400
Flour, barrels.....	34,876	22,455
Flour, sacks.....	206,378	175,299
Mill Feed, tons.....	3,903	not taken

R. E. Phillips, eastern agent for J. M. Jenks & Co., Port Huron, and A. E. Mead, eastern agent for Lasier, Timberlake & Co., Chicago, both members of the Boston Chamber of Commerce, were drowned on the evening of June 20 while canoeing on the Charles River at Newton, Mass.

The son of H. P. Mulhall has been appointed to the Annapolis Naval Academy by Representative McEtterick, he having the highest percentage in the competitive examination.

Yours etc., BUNKER HILL.

#### MINNESOTA FARMERS FOR AND AGAINST STORING.

*Editor American Elevator and Grain Trade:*—Our state board of Railroad and Warehouse Commissioners have just published a statement in accordance with a law enacted by our last legislature, declaring all elevators on the right of way of any railroad, in which grain is stored and handled, to be public elevators subject to the rules and regulations also published by the commission. I doubt that the state has the power to compel an elevator man to store grain for others unless he is willing, and several dealers I have talked with are of the same opinion.

However, that is not the point I wish to call attention to. It is this, that either the farmers of this state find so much pleasure in kicking against the grain dealer that they propose to kick eternally, regardless of circumstances, or else the agitators feel duty bound to make a show of earning the pittance they beg. No sooner has the state warehouse commission published the rules for elevators everywhere on railroad right of way and purchased a site for a great terminal state elevator, accepted plans and advertised for bids, than the farmers commence to cry against storing grain. The terminal elevator which the commission proposes to erect at Duluth, despite the opinion of the states attorney, is intended specially for the use of farmers who wish to store their grain. Here is a letter which I have seen in several

of our farmers' papers. It was signed by Christian Johnson, who, I suppose, is a well known agitator or farmer. The letter is as follows:

If space permits, will you allow me a few words relative to the effects of wheat-storing on wheat prices? Farmers evidently do not comprehend the philosophy of wheat storing, or they never would store another bushel. I believe it is largely responsible for the abnormally and unwarranted present low prices, and look for no improvement until the bulk of outstanding tickets are redeemed. Why? Simply because the elevator companies of Minnesota have probably 10,000,000 bushels of wheat stored, or rather they have issued storage tickets for it, which the farmers are holding, waiting for better prices. Now there are several reasons why the elevator man as a matter of self-interest should do all in his power to prevent the farmer from selling, but only two deserve notice here.

1st. Wheat stored is to the elevator man a donated capital, and also with storage and use of money obtained by selling stored wheat, interest on said donated capital at from 25 to 40 per cent. The farmer that stores the wheat in fact pays the elevator man from 25 to 40 per cent. for the use of the farmer's capital. Wheat storing, viewed as a financial policy, means inevitable bankruptcy to the farmer, and capital and enormous interest on donated capital to the elevator man.

A few thousand bushels of stored wheat will make an elevator man rich in no time. Hence, of course, the elevator man wants the farmer to store, and keep on storing forever. But suppose the farmer must sell or wants to sell, what then? How can the farmer be prevented from selling? By dropping prices of course; and down go prices. And the farmer who intended to sell puts it off and keeps on donating capital to the poor elevator man, and paying him 40 per cent. additional for being deprived of the use of his own money.

2nd. Storing wheat makes the elevator man a bear. The elevator man got the wheat, sold it, but has not paid the farmer for it. The farmer waits for higher and the elevator man waits for lower prices. Every cent per bushel wheat goes down is so much clear profit to the elevator man on stored wheat. Every cent it goes up is so much loss to the elevator man.

This explains to my mind why wheat is low, and too low. If wheat prices tend to go higher the elevator companies stand ready to offer millions of futures to depress the market, and scare out legitimate trading. If wheat goes up then they lose; they may as well run risks on shorts. It is no wonder that the elevator companies fought the anti-option bill. Now what is the remedy? Simple, very simple. Let no farmer who loves his neighbor and himself store another bushel of wheat. If farmers must haul wheat, sell at once. Farmers having wheat stored now must sell or take it out of the elevator. If the elevator man owns, and has paid for his stock on hand he will be a bull, instead of, as now, a bear. If farmers of Minnesota now could agree to sell their tickets at once, I believe wheat prices would immediately raise from 10 to 40 per cent. per bushel.

If the farmers would study more their own needs and depend less upon the selfish agitators for advice and guidance they would be much better off. After striving for years to confiscate the property of the country elevator men, or what amounts to as much, to compel them to operate their houses as public elevators and submit to rules and regulations, the farmers now pronounce against storing. How very scarce is that valuable jewel consistency.

MINNESOTA DEALER.

Do not even consider quotations above the legitimate market. Do not ship to strangers without making inquiries through your bank. Hay and grain is cash, get cash for it. Read a reliable paper devoted to your interests, and you are not so liable to get fleeced.—Hay There.

Our flour exports to the West India Islands in May were 43,105 barrels to Cuba, 14,984 barrels to Puerto Rico, 2,602 barrels to Santo Domingo, and 70,092 barrels to the other West Indies and Bermuda: against 47,427 barrels to Cuba, 14,280 barrels to Puerto Rico, 4,074 barrels to Santo Domingo, and 66,201 barrels to the other West Indies and Bermuda. For the ten months ending with April 528,700 barrels of wheat flour, valued at \$2,453,795, was exported to Cuba; 138,907 barrels, valued at \$618,545, to Puerto Rico; 18,588 barrels, valued at \$83,002, to Santo Domingo, and 764,231 barrels, valued at \$3,172,494, to the other West Indies and Bermuda: compared with 284,861 barrels, valued at \$1,416,463, to Cuba; 130,523 barrels valued at \$670,038 to Puerto Rico; 26,555 barrels valued at \$138,690, to Santo Domingo, and 708,680 barrels, valued at \$3,550,790, to the other West Indies and Bermuda, for the corresponding months of 1891-2.



## ERRORS IN RECORDING WEIGHTS —A SWORN STATEMENT.

BY OBSERVER.

Someone whose perspicuity was not particularly dazzling has observed that "You can't always tell what you can least expect the most." Perhaps this philosopher was a grain shipper and was inspired to the above lucid expression by the receipt of an account of sales of 2,000 pounds of wheat over and above the amount he had shipped. Such an event, to a man who had been uniformly short, would be very apt to tangle his speech if not his senses. However, his observation was to the point. It is the unexpected that happens.

During my eighteen years of confinement as a clerk in an elevator office my sympathies were always with the shipper. It seemed to me that the inspectors and weighers were often not considerate enough of personal loss to the shipper by reason of a cut in his grade or weight. They never seemed to think of the man behind the wheat, and appeared to be as careless of results as if a carload of wheat was so much sand. I have often seen a car of beautiful red wheat cut down to No. 3, because it was not quite as dry as it ought to have been; and I am sure that in many such cases the wheat came up to No. 2 grade before it had been in the elevator ten days. Such cases always enlisted my sympathy with the unfortunate shipper. To be sure the inspection may have been right and just according to the standard, but it seemed to me that in such cases, where the grain could easily be raised to No. 2 and with no expense, to speak of, the shipper should have the benefit. But an honest grain inspector must be as inflexible, I suppose, as he is honest. He must have no sympathy with anybody, but must prod and plod like a machine.

In the matter of inspection I was powerless to help unfortunate shippers; but in weights I am sure I have saved not a little to a goodly number of shippers. For years I contended alone that our men were making errors in their records, and it was months and months after I had perfected a check on their figures before I was permitted to test the check practically. Then after the value of the check was thoroughly demonstrated—after the weighmen themselves had come to see the value of it and had acknowledged that they felt safer with the check, it was months and months again before the officials of the road would consent to pay only the actual cost of putting it on all of the receiving scales. The result of one busy season was a revelation. Still the officials of the road did not recognize its value. Why? They compared one year's surplus with another and they seemed to be pretty uniform. Their exalted positions would not permit them to come down to details. But they did finally, and with the assistance of the superintendent they "saw how it worked." Now what our weighmen were doing with our shippers' weights before the check was brought to bear upon them the Lord only knows. This is literally true. The complaining shipper might have a certificate of weights only signed by a man who wasn't within half a mile of the car when it was weighed; also he might have an affidavit in exchange for his. That's all he could get. When my check was placed upon all the scales I began giving one shipper 500 pounds, another 1,000, another 3,000, another 5,000, another 6,000, another 8,000, another 10,000 pounds!

I think I may justly lay claim to being the pioneer in discovering the principal source of drain on shippers in the matter of short weights. Other elevator men before me may have suspected that errors were made in recording weights, but so far as I can learn there was no practical solution of the difficulty up to the time of publication, some five or six years ago, in this journal, of an article under the heading: "A New Idea." Since then there have been invented several devices to attach to the ordinary scale for the purpose of obtaining a correct record of the weighing. I have no means of knowing how many shippers have availed themselves of these improved methods for correct weighing except those who have adopted my device. No doubt other devices have found sale among them to some extent. But the significant fact which brought to mind the lucid observation of the perspicuous philosopher above quoted is this: By

far the greater number of improved beams have been purchased by large terminal elevators. Comparatively few shippers have taken the precaution which these improved methods afford to prove their own weighing. They are apparently of the opinion that all the differences in weights are chargeable to the elevators. It is very plain that, if every elevator in the land were supplied with improved methods and shippers were still using the old method, the differences would be reduced in number, only by the number of errors discovered and corrected by the elevators. The shippers will still have grievances.

Another important fact which has come to light in elevators where these improved methods have been used is that the elevators have not been the sufferers by these undetected errors. Mistakes are apt to average up in the elevators so that, even if there were a great many errors made in the course of a year, the elevator stock would not be seriously affected one way or the other. On the other hand, errors which are made in favor of the elevator are apt to fall on different shippers and apparently on those who have never had an over-run to offset the error. These facts have been presented before in the columns of this journal, not as an indorsement of any particular invention, but as facts which unquestionably account for the bulk of large discrepancies between shipper and elevator. The elevator companies have profited by these facts; the shippers in the main have not. Now elevators, with some exceptions, of course, are being supplied with improved methods for accurate weighing; shippers generally are not. The result will be that elevators will be in a position to cast the responsibility for shortages on shippers and the latter will have no resource whatever. Those elevator men who have furnished their scales with improved beams are in a position not only to clear themselves of any suspicion of having made an error; the proof of their record fixes the fault on the shipper and, as he can only affirm, without being able to show reasonable proof, he must grin and bear it.

To convince any doubting shipper or elevator manager that serious differences are due to errors and not to dishonesty, I wish to present three points.

1st. The probability of errors.

2d. The unreasonableness of the theory of dishonesty.

3d. A sworn statement of errors taken from the tally books where the subscriber first used improved beams.

First, the figures on a scale beam are often indistinct by reason of dust or discoloration of the white lead with which the stamped figures are filled. Very often an 8 will be found to look, at a glance, like a 3, a 7 like 1, and so forth. Even if they were always perfectly distinct, the chance for mis-reading, transposing and otherwise distorting them is greater for the weighman than for the bookkeeper. The latter reads 34,870. The weighman reads 34,000 from one point, 800 from another, and 70 from another. We all know the bookkeeper would soon get his accounts in a tangle if he had no way of proving his figures. Generally the weighman is less expert in reading figures than the bookkeeper. Generally, also, the weighman's figures are never proved. Everybody concerned must take it for granted that he has made no error.

Second, the dishonesty factor can be disposed of in a word. The elevator manager who aims to roll up a big surplus would be stupid to follow the plan of stealing big amounts from a few shippers when a larger surplus can be taken in less agonizing quantities from a great many shippers without drawing blood.

Third. From 1885 to 1888 I corrected in elevators having a capacity of 350,000 bushels each, by means of improved beams, errors made by weighmen which aggregated more than 150,000 pounds; there being several errors of 10,000, several of 8,000, one of 6,000, several of 5,000, and so on. These errors were made mostly by weighmen of twenty-five and thirty years' experience in weighing grain in these same elevators.

Letters from other elevators showing that many errors have been discovered by the use of the improved beams proves that what was common at our elevators is common at other elevators. Enough has been said to convince any intelligent man that the shortage question in shipping grain in bulk will never be settled as long as weighmen stand at their scales and

copy figures from their beams into their books without some method of proving that their work is correct.

In the light of the above facts the man who puts improved machinery into his new elevators and leaves out improved scale beams is open to criticism. He is in duty bound to shippers whose grain he weighs, to use reasonable care in weighing.

By referring to advertisements in this journal it will be seen that there are at least two improved beams in the market besides automatic weighing machines.

A detailed statement of errors referred to in above statement was published in the March, 1891, number of the AMERICAN ELEVATOR AND GRAIN TRADE under the title "Differences in Weights," by Observer.

## OUTSIDERS IN THE EXPORT HAY TRADE.

In the good old times every one kept to his own particular line of business, and consequently whenever there was a boom in any branch of trade, the members of that line could always depend upon dividing the profits between them. In the closing years of the nineteenth century, however, things have vastly changed, and business is terribly disintegrated; no better illustration of this being furnished than by the hay trade at the present moment, in which marquises, counts, notaries, lawyers, schoolmasters, etc., have entered the lists for honors on the other side of the Atlantic. Since our last report it appears that the excitement in the hay trade and its prospective profits have added a prominent dry goods merchant of this city to the trade, who does not see why he should not make some money in fodder when the opportunity presents itself. He is therefore in the market for 200 up to 500 tons of good shipping hay, which he wants to buy for export to England.

There can be no doubt that the cultivation of the speculative spirit is accountable in a large degree for the strange scattering of trade which is witnessed in the present age. Wherever the slightest commotion in any line of goods is observed, in the shape of an active inquiry at advancing prices, thither flock the outside capitalists, anxious to dip in for a share of the profits. It can be seen at a glance how annoying this condition of things is to regular dealers and shippers, who naturally suppose all export inquiries are sent through them, and after they have made arrangements for filling their orders, or consigning their goods in order to meet the requirements of foreign markets, it transpires that outsiders have sent forward double the quantity required, with the result that large shipments arrive simultaneously on the other side, and a disastrous break in prices is invariably the wind up of these booms, with losses to both regular traders and outsiders.

This is exactly what occurred about three months ago in the English hay market. At the time we exposed the folly of farmers going past regular dealers and exporters, and shipping on their own account, because they imagined the former were not paying them enough money; and what was the result? Nothing short of one of the most disastrous collapses in the hay trade of England that was ever before known. Had the hay been shipped through the regular channels of trade it would gradually have found its way to the consumers on the other side; and a steady line of values would have been maintained with a steady advance; instead of which, the consignments of farmers and the shipments of regular exporters arrived on the other side at one and the same time, necessitating a big slaughter in prices before the goods could be worked off. Some of the wiser shippers put their hay into store on the other side, and held it until the demoralized market right-sided itself, with very satisfactory results, having recently disposed of it at a good profit.

The present scramble for hay in England and on the Continent shows that the terrible break some time ago could have been averted if the goods had found their way to the consuming centers abroad through regular channels. We do not say that the present almost unprecedented demand and activity in hay will end in another collapse and shrinkage in values; but we do nevertheless caution all concerned not to be carried away with the present boom and



hoist values to a pitch that must necessarily cut off the demand. Besides, outsiders are into the thing as thick as flies around the bung hole of a molasses barrel, and therefore it is about time to beware of putting prices too high.—*Montreal Trade Bulletin*.

## CROP ❖ CONDITIONS.

ONTARIO, FERGUS, WELLINGTON Co., June 27.—Crops in this part of Ontario are looking very fine. JAMES WILSON.

KANSAS, VALENTINE, HARVEY Co., July 10.—Wheat is one-half a crop and of good quality. Corn looks good, oats fair. PETER CLAWSON.

SOUTH DAKOTA, MADISON, LAKE Co., July 1.—Wheat is in poor condition. The acreage is an average one. Average stocks are on hand.

TEXAS, CUERO, DEWITT Co., June 28.—Our corn is in good condition. The acreage is large. Average stocks of corn are on hand. BUCHEL MILLING COMPANY.

ILLINOIS, ALMA, MARION Co., July 1.—Wheat and corn are in fair condition, oats good. The acreage of wheat and oats is small. The corn acreage is large. Small wheat stocks are on hand.

IOWA, CENTERVILLE, APPANOOSE Co., June 29.—Wheat and corn are good; oats and rye, fair. The wheat and corn acreage is an average; the oats and rye acreage, small. Stocks are small.

WASHINGTON, ELMA, CHEHALIS Co., July 1.—The condition of wheat, oats, rye and barley is good. The acreage of wheat and oats is average, of rye and barley small. Small supplies are on hand.

MINNESOTA, ANNANDALE, WRIGHT Co., July 3.—Wheat and oats are poor, corn and barley fair and rye good. Average stocks of wheat and small stocks of other grains are on hand. WILLIAM KLATT.

MISSOURI, BISMARCK, ST. FRANCOIS Co., July 4.—Wheat is fair; corn and oats average. The acreage of each is an average. Average corn stocks and small wheat and oats stocks are on hand. A. D. BOSS.

CALIFORNIA, FALL RIVER MILLS, SHASTA Co., June 24.—Wheat is fair, barley poor. No corn, oats or rye planted. Wheat is average in acreage. Small stocks of wheat and barley are on hand. I. H. WINTER.

NORTH DAKOTA, HOPE, STEELE Co., June 27.—Wheat is in fair condition. Oats is average, rye fair and barley good. The acreage of each is an average one, and the stocks on hand are small. H. A. LUCKON.

ILLINOIS, COLUMBUS, POPE Co., June 29.—Wheat and oats are in good condition, corn being average. The acreage of wheat is large; of corn and oats, average. Average stocks of wheat and corn are on hand.

PENNSYLVANIA, CARLISLE, CUMBERLAND Co., June 22.—The outlook now is for a crop of good wheat in the valley. Our millers hope to see a better year for the business than the last two have been. GREYBILL & DAVIS.

NEBRASKA, ASHLAND, SAUNDERS Co., June 28.—Wheat is fair, corn and oats good, and rye and barley fair. Small stocks of grain are on hand, except corn, of which considerable is yet held by the farmers. J. H. SNELL.

MINNESOTA, BELGRADE, STEVENS Co., June 29.—Wheat, oats and barley are in poor condition, but corn is fair. The stock of wheat is an average. Corn, oats and barley stocks are small. "BELGRADE ROLLER MILL."

MINNESOTA, BELMONT, JACKSON Co., July 1.—Our crops are in average condition. The acreage of wheat, corn oats and barley is also average. Average wheat stocks and small corn and oats stocks are on hand. B. A. BROWN.

SOUTH DAKOTA, HARTFORD, MINNEHADA Co., July 12.—Wheat is in average condition, corn good, oats and rye fair and rye poor. The acreage of wheat and corn is large, of oats average and of rye and barley small. JOHN MUNDT.

TENNESSEE, CONKLIN, WASHINGTON Co., June 29.—Wheat, corn, oats and barley are in good condition. Rye is average. The wheat, rye and barley acreage is small, the corn and oats acreage average. Large wheat stocks and small stocks of other grains on hand. WITT & DEWALD.

OHIO, EXON, CLARKE Co., July 13.—Corn is in good condition; wheat and oats are in average condition, and rye and barley poor. The acreage of each is an average, except barley, which is small. Average stocks of wheat and corn and small stocks of oats, rye and barley are on hand.

INDIANA, BERNE, ADAMS Co., July 13.—The growing wheat is in average condition; corn, oats and barley fair, and rye poor. The acreage of wheat and corn is average, of oats, rye and barley small. Small stocks are on hand. Hay was a good crop and of very nice quality. We have a good prospect for clover seed

in this vicinity. Fruit, such as apples, pears, peaches, etc., will be very scarce. AUGSPINGER & SCHWARTZ.

KENTUCKY, BEE SPRING, EDMONSON Co., June 29.—Wheat, corn and oats are in good condition. Rye is in fair condition. The acreage of wheat is average; corn, large; oats, average, and rye, small. Large wheat stocks and small corn, oats and rye stocks are on hand. A. L. GREER & SON.

TEXAS, COLEMAN, COLEMAN Co., June 29.—Wheat is fair, corn and oats poor. The wheat acreage is average and the corn acreage small. Small stocks of wheat and corn are on hand. Many crops have been cut for hay, the yield per acre being about seven bushels, and the quality good. W. C. DIBRELL & Co.

SOUTH DAKOTA, CENTERVILLE, TURNER Co., June 26.—Wheat and barley are in average condition; corn, oats and rye, good. The acreage of wheat, rye and barley is small; of oats, average, and corn, large. Average stocks of wheat, small stocks of corn and large stocks of oats are on hand. NORGREN BROS. & Co.

SOUTH DAKOTA, MENNO, HUTCHINSON Co., July 1.—Wheat and rye are fair. Corn and barley are in good condition. Oats are poor. The acreage of corn is large; of wheat, average, and of oats, rye and barley, small. Average wheat stocks and small corn, oats, rye and barley stocks are on hand. K. A. STEINHAUSER.

SOUTH DAKOTA, SPRINGFIELD, BON HOMME Co., July 5.—Wheat and corn are in good condition; oats fair, and rye and barley average. The wheat and corn area is large; the oats and rye area average, and the barley area small. The supply of wheat and corn is average, of oats, rye and barley small. J. L. TURNER.

NORTH DAKOTA, GLADSTONE, STARK Co., June 27.—On account of hot winds and very dry weather, wheat and oats are looking poor, and if the heat continues another week, will not pay for harvesting. Average acreage of wheat, oats and barley, and small acreage of corn and rye. Small stocks of grain are on hand. LEE BROS.

TENNESSEE, COLUMBIA, MAURY Co., June 27.—Wheat, corn, rye and barley are in good condition, oats being average. An average acreage is devoted to wheat, oats, rye and barley, and a large acreage to corn. Average stocks of corn and oats and small stocks of wheat, rye and barley are on hand. BAIRD & McLEMORE.

COLORADO, LONGMONT, BOULDER Co., June 27.—Wheat, rye and barley are in average condition, oats fair and corn poor. The acreage of wheat, oats and barley is average, of corn and rye small. Small stocks of corn, oats, rye and barley are on hand. There is more old wheat and less demand for flour than ever known here at this time of year. J. M. DENIO.

NEW YORK, LYONS, WAYNE Co., July 11.—The growing wheat, corn and oats are in good condition. Rye looks fair and barley good. The area of wheat, corn and oats is the usual amount. The area of rye is small and of barley large. Wheat and corn supplies are large. Oats stocks are average, but rye and barley small. HENRY DILLICK.

MINNESOTA, BIGELOW, NOBLES Co., July 12.—Corn, oats and barley are in good condition, wheat not so good and rye only fair. The acreage of corn and barley is large, of oats and rye average and of wheat small. Small supplies are on hand.

INDIANA, BICKNELL, KNOX Co., July 12.—Wheat is poor, corn fair and oats good. The acreage of wheat and corn is an average and of oats large. Small stocks of wheat, corn and oats are on hand. J. E. BARROWS.

MISSOURI, FAYETTE, HOWARD Co., July 12.—The rust has developed here since July 1, and seed and bread of poor quality is all we will get. Rye is poor as well as wheat. Corn is good and oats average. The acreage of corn is large, of oats average and of wheat and rye small. Stocks on hand are small. ARMSTRONG, BOYD & SHAFROTH.

KANSAS, CHAPMAN, DICKINSON Co., July 12.—The wheat crop will be short. We have less than half a crop here, and it is a total failure in western Kansas. Corn is in good condition; oats and rye are only fair. The acreage is, wheat small, corn average, oats large, rye average and barley small. Average wheat stock and small corn, oats and rye stocks are on hand. SHEERAN & SONS.

GOVERNMENT CROP REPORT.—The July returns to the Statistician of the Department of Agriculture make the following averages of condition: Corn, 93.2; winter wheat, 77.7; spring wheat, 74.1; oats, 88.8; potatoes, 94.8; tobacco, 93; rye, 85.3; barley, 88.8. The preliminary acreage of corn is reported at 103.3, as compared with the acreage harvested last year, being an increase of something over 2,000,000 acres. The averages of the principal states are: Indiana, 103; Ohio, 99; Illinois, 105; Iowa, 105; Missouri, 103; Kansas, 110; Nebraska, 112; Texas, 101; Kentucky, 98. The average condition of corn is 93.2, against 81.1 last July. The averages in the principal states are: Ohio, 93; Indiana, 96; Illinois, 92; Iowa, 98; Missouri, 92; Kansas, 93; Nebraska, 91; Texas, 89; Kentucky, 90. The condition of winter wheat is

77.7, against 75.5 last month and 89.6 in July, 1892. The principal states' averages are: New York, 86; Pennsylvania, 94; Kentucky, 92; Ohio, 93; Michigan, 79; Indiana, 83; Illinois, 66; Missouri, 77; Kansas, 46; California, 88; Oregon, 96. The condition of spring wheat is 74.1, against 90.9 in July, 1892. Last month it was 86.4. State averages are: Minnesota, 77; Iowa, 95; Nebraska, 68; South Dakota, 69; North Dakota, 73, and Washington, 91. Condition of all wheat July 1, 1893, was 76.6; on June 1 it was 78.8. The condition of oats remains about the same as it stood last month, being 88.8, as against 88.8 June 1. This is the highest condition since 1889, when it stood at 94.1, declining to 81.6 in 1890, advancing to 87.6 in 1891 and dropping to 72 in 1892. In July, 1886, the condition was 88.6, the same as the present month. The July returns show slight advance in the condition of rye from 84.6 on June 1 to 85.3 this month. The condition of barley, like that of oats and rye, has changed little during the month. The average is 88.8, against 88.3 June 1. The condition is the result of a cold, backward spring, with drought in some sections and too much moisture in others. The acreage devoted to potatoes this year is 101.1 per cent. of that of last year. The condition is a little higher than last year. There are reports of injury from Colorado beetles, especially in the Central West. The condition of clover is 92.6; of timothy, 89.8, and of pasture, 94.

## HAY IMPORTS AND EXPORTS.

Our imports of hay for May were 7,604 tons, against 6,234 tons for May, 1892, and for the eleven months ending with May were 90,593 tons, valued at \$828,464, against 70,651 tons, valued at \$616,204, for the corresponding period of 1891-2. This increase of 20,000 tons is noteworthy in view of the impost of \$4 per ton.

The exports of hay were 2,519 tons in May, against 3,283 tons in the preceding May, and were 30,358 tons, valued at \$477,896, during the eleven months ending with May, against 32,493 tons, valued at \$538,766, during the corresponding period of 1891-2. No foreign hay was exported during the eleven months ending with May, against 151 tons, valued at \$1,387, during the corresponding period of 1891-2.

## RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments at Peoria, Ill., during the four weeks ending July 8, 1893, were, according to the report of R. C. Grier, Secretary of the Board of Trade, as follows:

Articles.	Receipts.	Shipments.
Flour .....	Bbls. 23,700	22,150
Wheat .....	Bus. 46,200	15,500
Corn .....	" 467,250	96,000
Oats .....	" 1,463,200	1,693,470
Rye .....	" 600	None
Barley .....	" 2,800	9,800
Mill feed .....	Tons 135	2,118
Spirits and liquors .....	Bbls. 3,283	13,859
Syrups and glucose .....	Bbls. 1,405	17,530
Hay .....	Tons 2,280	320

The export inquiry for hay is likely to result in much good to America. In the first place the demand for hay at remunerative prices may induce the cutting of timothy before going to seed as the hay pays better than the seed. This is likely to reduce the yield of timothy seed, and in turn the fact of poor pasturage and burnt up fields in European countries may create a better demand for the seed, so that the future looks more encouraging to the producers than the past has been.—*Trade Bulletin, Chicago*.

## A CORNER ON CORN.



—Committed by the American Grocer.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, July 8, 1893, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany .....	13,000	44,000	2,000		
Baltimore .....	910,000	847,000	274,000	15,000	
Boston .....	545,000	482,000	28,000		21,000
Buffalo .....	2,449,000	766,000	309,000	12,000	39,000
do afloat .....					
Chicago .....	19,376,000	2,085,000	354,000	109,000	6,000
do afloat .....					
Cincinnati .....	1,000	4,000	2,000		1,000
Detroit .....	1,626,000	5,000	32,000	2,000	52,000
do afloat .....					
Duluth .....	5,310,000			1,000	4,000
do afloat .....					
Indianapolis .....	66,000	18,000	21,000	1,000	
Kansas City .....	535,000	103,000	47,000	4,000	
Millwaukee .....	1,447,000	8,000	35,000	53,000	58,000
do afloat .....					
Minneapolis .....	9,938,000	9,000	36,000	3,000	26,000
Montreal .....	476,000	45,000	364,000	30,000	81,000
New York .....	8,629,000	514,000	663,000	88,000	5,000
do afloat .....	545,000	50,000		8,000	
Oswego .....					64,000
Peoria .....	107,000	43,000	74,000	4,000	
Philadelphia .....	1,249,000	333,000	223,000		
St. Louis .....	2,622,000	252,000	37,000	3,000	2,000
do afloat .....	45,000	312,000			
Toledo .....	1,884,000	183,000	11,000	26,000	
Toronto .....	161,000		16,000		35,000
On Canals .....	2,184,000	232,000	31,000		
On Lakes .....	2,007,000	2,021,000	411,000		
On Miss. River .....	307,000	213,000	4,000		
Grand total .....	61,819,000	8,533,000	3,015,000	361,000	390,000
Same date last year .....	23,130,000	7,082,000	5,454,000	238,000	485,000

## INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of June was graded as follows:

WINTER WHEAT.										
Railroad.	White.			Hard.			Red.			No Grade.
	1	2	3	1	2	3	1	2	3	
C., B. & Q. ....	2	1	1				12	10	6	
C., R. I. & P. ....				1		6	1	8	5	1
C. & A. ....						3		32	3	8
Illinois Central ..						10		36	11	
Freeport Div. ....				1				2		
Galena Div. N. W. ....										
Wis. Div. N. W. ....	1						6	11		
Wabash .....								17	8	
C. & E. I. ....	2							20	7	5
C., M. & St. P. ....	2						10	28	1	
Wis. Cent. ....										
C. Gr. Western .....				2	64			1	9	
A., T. & S. Fe. ....				5	42		5	27	25	2
Through & Spec. ....				7			9	189	4	2
Total each grade .....	2	6	1		16	125		43	381	79
Total W. wheat .....										671

SPRING WHEAT.										
Railroads.	Northern.			No Grade.			White.			Mixed Wheat.
	1	2	3	1	2	3	1	2	3	
C., B. & Q. ....		23	63	8			1	7		
C., R. I. & P. ....		2	17	3						
C. & A. ....										
Illinois Central ..										
Freeport Div. ....	1			1						
Galena Div. N. W. ....	3	42	12			2				1
Wis. Div. N. W. ....	2	26								
Wabash .....										
C. & E. I. ....										
C., M. & St. P. ....		539	145	6						1
Wis. Cent. ....										
C. Gr. Western .....		55	73							
A., T. & S. Fe. ....			4	2						1
Through & Special ..		83	48	39				29		5
Total each grade .....		708	421	71		2	1	36		8
Total sp. wheat .....										1,247

CORN.										
Railroad.	Yellow.		White.		2	3	4	No Grade.	1	2
	1	2	1	2						
C., B. & Q. ....	614	147	101	24	1,716	358	90	9		
C., R. I. & P. ....	258	177	39	10	443	471	149	30		
C. & A. ....	271	86	67	33	351	93	92	13		
Illinois Cent. ....	1,026	389	239	163	384	159	420	26		
Freeport Div. ....	53	70	10	22	33	96	96	10		
Gal. Div. N. W. ....	292	218	17	16	507	439	214	17		
Wis. Div. N. W. ....	5	6		1	6	4	1	1		
Wabash .....	125	245	43	63	41	119	141	27		
C. & E. I. ....	125	72	17	15	16	35	40	5		
C., M. & St. P. ....	86	55	7	4	389	314	108	14		
Wis. Central. ....										
C. Gr. Western .....	76	21			102	36	19			
A., T. & S. Fe. ....	212	159	49	38	143	139	69	13		
Thrh & Spel .....	24	32	11	9	12	19	50	8		
Total each grade .....	3,093	1,677	600	398	4,143	2,282	1,489	173		
Total corn .....								13,855		

## OATS.

Railroad.	White.			2	3	White Clipped.		No Grade.
	1	2	3			1	2	
C., B. & Q. ....	58		660	160	137			2
C., R. I. & P. ....	8		759	38	157			3
C. & A. ....	7		102	97	36			1
Illinois Central ..	19		177	480	45			
Freeport Div. ....	16		235	66	125			5
Galena Div. N. W. ....	19		749	44	229			
Wis. Div. N. W. ....	7		150	3	30			6
Wabash .....			49	55	13			
C. & E. I. ....	5		29	45	24			
C., M. & St. P. ....	53		841	40	247			3
Wisconsin Central ..			11		4			1
C. Gr. Western .....	4		150	23	76			3
A., T. & S. Fe. ....	11		127	116	49			4
Through & Specia. ....	3		61	79	45			13
Total each grade .....	210		4,100	1,246	1,217			46
Total oats .....								6,825

## RYE.

Railroad.	1			2	3	No Grade.
	1	2	3			
C., B. & Q. ....				5	11	
C., R. I. & P. ....				3	7	1
C. & A. ....						
Illinois Central ..					3	
Freeport Div. ....				1	11	
Galena Div. N. W. ....				2	5	
Wisconsin Div. N. W. ....				13	3	
Wabash .....						
C. & E. I. ....						
C., M. & St. P. ....				16	8	2
Wisconsin Central ..						
C. Gr. Western .....					5	
A., T. & S. Fe. ....						
Through & Special ..						1
Total each grade .....				40	62	4
Total rye .....						106

## BARLEY.

Railroad.	Bay Brewing.		Chevalier.		No Grade.	Total No. Cars by Each Road.
	1	2	1	2		
C., B. & Q. ....	1			3	8	4,238
C., R. I. & P. ....					18	2,620
C. & A. ....						1,295
Illinois Central ..						3,587
Freeport Div. ....				3	22	885
Galena Div. N. W. ....				2	3	2,844
Wis. Div. N. W. ....				50	17	351
Wabash .....						946
C. & E. I. ....						388
C., M. & St. P. ....				26	29	2,988
Wisconsin Central ..					1	17
C. Gr. Western .....					14	733
A., T. & S. Fe. ....						1,244
Through & Spec'l ..					1	790
Total each grade .....	1			84	113	22,926
Total barley .....						222
Total all grain .....						22,926

## FLAXSEED AT CHICAGO.

The monthly receipts and shipments of flaxseed at Chicago during the past eighteen months, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
January .....	396,550	782,650	323,261	296,355
February .....	187,550	556,050	232,555	200,884
March .....	367,950	592,900	333,257	223,395
April .....	232,650	547,800	660,506	702,589
May .....	190,300	309,650	401,359	743,930
June .....	86,900	563,750	448,742	577,002
July .....		612,700		806,375
August .....		729,300		1,009,113
September .....		761,750		974,668
October .....		1,452,000		1,150,685
November .....		1,395,350		1,365,880
December .....		743,050		228,060
Total .....	1,461,900	9,046,950	2,399,680	8,278,936

## RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during June, 1893 and 1892, of seeds, hay and broom corn:

Repts.	Timothy lbs.	Clover lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1893 ..	451,800	4,600	597,793	82,796	206,850	
1892 ..	466,614	131,285	1,116,998	503,431	224,520	16,541
Shipments ..	354,397	9,887	440,467	420,792	590,584	
1893 ..	1,001,984	364,443	1,048,687	543,623	710,948	1,506

## RANGE OF PRICES AT CHICAGO.

The daily range of prices of grain for June delivery at Chicago since June 14 and for July delivery since July 1 has been as follows:

June.	WHEAT.			CORN.			OATS.			RYE.		BARLEY.		FLAX SEED.	
	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	Low.	High.	Low.	High.
14	65 <sup>5</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>8</sub>	66 <sup>1</sup> / <sub>2</sub>	40	40 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	30 <sup>1</sup> / <sub>2</sub>	30 <sup>1</sup> / <sub>2</sub>	30 <sup>1</sup> / <sub>2</sub>	49	49	36	...	105	105
15	65 <sup>5</sup> / <sub>8</sub>	66	65 <sup>5</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	49	49	...	...	115	105
16	65 <sup>5</sup> / <sub>8</sub>	66 <sup>3</sup> / <sub>8</sub>	66 <sup>1</sup> / <sub>2</sub>	40 <sup>3</sup> / <sub>8</sub>	42	41 <sup>3</sup> / <sub>8</sub>	30 <sup>1</sup> / <sub>2</sub>	31 <sup>1</sup> / <sub>2</sub>	30 <sup>3</sup> / <sub>8</sub>	49	49	...	...	105 <sup>1</sup> / <sub>2</sub>	106
17	65 <sup>5</sup> / <sub>8</sub>	66	65 <sup>1</sup> / <sub>2</sub>	40 <sup>3</sup> / <sub>8</sub>	41 <sup>1</sup> / <sub>2</sub>	40 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>1</sup> / <sub>2</sub>	49	49	...	...	106	106
18															
19	64 <sup>5</sup> / <sub>8</sub>	65 <sup>5</sup> / <sub>8</sub>	65 <sup>1</sup> / <sub>2</sub>	41	42 <sup>3</sup> / <sub>8</sub>	42 <sup>3</sup> / <sub>8</sub>	29 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>1</sup> / <sub>2</sub>	49	49	37	42	106	106 <sup>1</sup> / <sub>2</sub>
20	64 <sup>5</sup> / <sub>8</sub>	65 <sup>3</sup> / <sub>8</sub>	64 <sup>3</sup> / <sub>8</sub>	41 <sup>1</sup> / <sub>2</sub>	42 <sup>3</sup> / <sub>8</sub>	41 <sup>3</sup> / <sub>8</sub>	30 <sup>1</sup> / <sub>2</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	49	49	...	...	106	...
21	64 <sup>1</sup> / <sub>2</sub>	65	64 <sup>1</sup> / <sub>2</sub>	41	41 <sup>3</sup> / <sub>8</sub>	41 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	48	48	...	...	106	...
22	64 <sup>3</sup> / <sub>8</sub>	65 <sup>3</sup> / <sub>8</sub>	65	41 <sup>3</sup> / <sub>8</sub>	41 <sup>3</sup> / <sub>8</sub>	41 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	30 <sup>3</sup> / <sub>8</sub>	49	49	...	...	107	...
23	64 <sup>3</sup> / <sub>8</sub>	65	64 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	41	40 <sup>3</sup> / <sub>8</sub>	30	30 <sup>3</sup> / <sub>8</sub>	30	49	49	...	...	107 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub>
24	64 <sup>3</sup> / <sub>8</sub>	64 <sup>5</sup> / <sub>8</sub>	64 <sup>3</sup> / <sub>8</sub>	40	40 <sup>1</sup> / <sub>2</sub>	40 <sup>3</sup> / <sub>8</sub>	29 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	48	48	...	...	108	108 <sup>1</sup> / <sub>2</sub>
25															
26	64 <sup>1</sup> / <sub>2</sub>	65 <sup>5</sup> / <sub>8</sub>	65 <sup>1</sup> / <sub>2</sub>	40 <sup>3</sup> / <sub>8</sub>	41 <sup>3</sup> / <sub>8</sub>	41	29 <sup>1</sup> / <sub>2</sub>	29 <sup>5</sup> / <sub>8</sub>	29 <sup>5</sup> / <sub>8</sub>	8	48	...	...	108 <sup>1</sup> / <sub>2</sub>	109
27	65	65 <sup>3</sup> / <sub>8</sub>	65 <sup>1</sup> / <sub>2</sub>	40 <sup>3</sup> / <sub>8</sub>	41 <sup>1</sup> / <sub>2</sub>	40 <sup>3</sup> / <sub>8</sub>	29 <sup>1</sup> / <sub>2</sub>	29 <sup>3</sup> / <sub>8</sub>	29 <sup>3</sup> / <sub>8</sub>	48	48	...	...	110 <sup>1</sup> / <sub>2</sub>	...
28	64 <sup>1</sup> / <sub>2</sub>	65 <sup>1</sup> / <sub>2</sub>	64 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	29	29 <sup>3</sup> / <sub>8</sub>	29 <sup>3</sup> / <sub>8</sub>	48	48	...	...	113 <sup>1</sup> / <sub>2</sub>	116
29	62 <sup>3</sup> / <sub>8</sub>	63 <sup>3</sup> / <sub>8</sub>	62 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	28 <sup>1</sup> / <sub>2</sub>	29	28 <sup>1</sup> / <sub>2</sub>	48	48	...	...	116	...
30	61 <sup>1</sup> / <sub>2</sub>	63	61 <sup>3</sup> / <sub>8</sub>	38 <sup>3</sup> / <sub>8</sub>	39 <sup>1</sup> / <sub>2</sub>	38 <sup>3</sup> / <sub>8</sub>	28	29 <sup>3</sup> / <sub>8</sub>	28	47	48	...	...	109	113
1	62	64 <sup>3</sup> / <sub>8</sub>	64 <sup>3</sup> / <sub>8</sub>	38 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	27 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	28	48	48	...	...	108	112
2															
3															
4															
5	64	65	64	39 <sup>1</sup> / <sub>2</sub>	39 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	27 <sup>1</sup> / <sub>2</sub>	28	27 <sup>1</sup> / <sub>2</sub>	49	49	...	45	110	111
6	63 <sup>3</sup> / <sub>8</sub>	65	64 <sup>3</sup> / <sub>8</sub>	39 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	28	28 <sup>3</sup> / <sub>8</sub>	28 <sup>3</sup> / <sub>8</sub>	49	49	...	...	...	...
7	65	65 <sup>5</sup> / <sub>8</sub>	65	41	41 <sup>3</sup> / <sub>8</sub>	41 <sup>3</sup> / <sub>8</sub>	28 <sup>3</sup> / <sub>8</sub>	29 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	50	50	...	...	...	...
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11	64 <sup>3</sup> / <sub>8</sub>	66 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>	40	40 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	28 <sup>3</sup> / <sub>8</sub>	29 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub>	51	51	...	...	107	...
12	64 <sup>3</sup> / <sub>8</sub>	65 <sup>1</sup> / <sub>2</sub>	65 <sup>3</sup> / <sub>8</sub>	40	40 <sup>3</sup> / <sub>8</sub>	40 <sup>3</sup> / <sub>8</sub>	29	29 <sup>3</sup> / <sub>8</sub>	29 <sup>3</sup> / <sub>8</sub>	51	51	...	...	107	...
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HARLEY B. MITCHELL, - - - Editor.

### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1893.

### TO HAY AND GRAIN MEN.

This journal has perfected arrangements with the *Hay Trade Journal and Directory* of Canajoharie, N. Y., by which both journals may be sent to one address for \$2.00. The *Hay Trade Journal and Directory* is a leading, aggressive and progressive weekly, whose subscription price is \$2.00 per year. The reader will excuse us for not telling what we think of the AMERICAN ELEVATOR AND GRAIN TRADE. But we will venture far enough to say that both papers at the price of one are certainly a good investment. If you don't believe it send for a sample copy first and be convinced. This combination gives you a weekly and a monthly both, for the price of the weekly alone. Everyone interested in the hay and grain trades should avail himself of this offer.

### UNIFORMITY OF WEIGHTS AND MEASURES.

It is easy to understand how different countries have weights and measures different from those used by other countries, but when it comes to one country using many different systems we immediately denounce it as absurd and useless. The standard weight of a bushel of grain is the same in all the states of the union only in the case of wheat. The standard weight of a bushel of the other grains varies in the different states. In some places the hundredweight of 112 pounds is used, and on the Pacific Coast the best of all systems—the cental system—is used.

To secure relief from the confusion caused by the many standard weights of a bushel of the different seeds established by the various state legislatures, the American seed trade last winter adopted the cental system. A communication in this issue shows that the change has resulted satisfactorily, and that the use of the cental system is increasing. The seed trade is only one step removed from the grain trade, and we trust that the time is not far distant when the members of the grain trade will throw aside prejudice and follow in the steps of their more progressive brothers. Theoretically, all connected with the

grain trade of this country are in favor of uniformity in weights and measures and few champion anything but the cental system, yet all hesitate to adopt it on account of the inconvenience that will be experienced in changing. We have the decimal system of money, all rail rates are based on the 100 pounds, and the United States Government has legalized the cental system, so the conditions for its adoption are very favorable.

In the United Kingdom the friends of simplicity in trade mediums and the opponents of complexity have been earnestly striving to secure uniformity. A committee appointed by the House of Commons has reported in favor of enforcing the use of the hundredweight of 112 imperial pounds, which is the basis of all railway rates. If that country had a decimal system of money the friends of the cental system could easily have it adopted for weights and measures. The adoption of this system by the grain trade of the United States would also greatly help the friends of the system in England.

The United Kingdom and this country have been striving to secure the use of a uniform standard at home for years, yet little effort has been made to secure an international standard. The great majority of Europeans now use the cental system, and as is shown in the very excellent paper published in this issue, which was read before the World's Fair Congress Auxillary, the trade between all civilized countries would be facilitated and fostered by the adoption of this system. It is simplicity itself, and the sooner the old systems of weights and measures, which have burdened the trade these many years, are discarded the sooner will the work and the trade machinery required be reduced, and the opportunities for making errors diminished. Let us have a uniform standard and let that be the cental.

### C. WOOD DAVIS SEES LIGHT.

On more than one occasion this paper has felt obliged to criticize the utterances of C. Wood Davis, the statistical sage of Peotone, situate in Kansas. Some time ago Mr. Davis put on his thinking cap, and, after compiling several acres of figures, decided that wheat would go to a dollar and a half a bushel or higher. It was a dead certainty, and what was more, the era of low prices was at an end and the era of high prices would be inaugurated right away. But wheat refused to budge, and Mr. Davis straightway discovered that the thing that stood in the way was the balky Chicago Board of Trade; and while Washburn was kindling the fire under it Davis blew the bellows. But in the *Cultivator and Country Gentleman* of July 13 Mr. Davis has an article on Price-Destroying Wheat Crops, in which he certainly sees the reason for low prices. He says:

Supply and demand are the ultimate factors in price making (even if the Board of Trade operators are able to manipulate them at times to the great injury of the producer), and this was never more plainly shown than in the case under review. \* \* \*

I have said that the decline in the export price and home price of wheat was due to the excessive yields of the fields of the United States in 1891-92. To see that this is the fact all that is needed is to compare the last two world crops with those grown in 1887 and 1888, which were the largest up to 1891-92.

Excluding the product of the United States, the world's product of 1887 and 1888 exceeded the world's harvests of 1891 and 1892 by as much as 164,000,000 bushels, and with average crops in the United States, the world's supply would have been deficient by at least 200,000,000 bushels, as the reported crops of the United States furnished a quantity in excess of two average ones by no less than 228,000,000 bushels, while there yet remains an unreported product, which has come into sight, of quite 106,000,000 bushels, so that these two crops of ours have given the world at least 330,000,000 bushels above what would have been contributed by our fields in ordinary seasons. This excessive product has been most destructive of prices.

This is the exact truth as the unprejudiced eye views it. With immense amounts of wheat in

sight nothing could sustain prices, much less advance them to the point which Messrs. Davis, Pillsbury and others thought probable. While the world raises more wheat than it needs, wheat will be cheap; when it raises less than it needs it will be high. When the margin either way is slight the price will be stiff and steady. This is the law and the prophets in the wheat market, to which statisticians, bulls, bears and boards of trade must ultimately bow. It is the law of supply and demand, which cannot be repealed by Partridge, Cudahy, Washburn or Mr. Davis. It is operative for the farmer's weal or woe, and like the laws of the Medes and Persians it altereth not.

### THE FIRE RISK OF CLEANING ELEVATORS.

The *Investigator* of this city, a paper devoted to the interests of insurance companies, makes the following fling at cleaning elevators in its last issue:

There are some twenty or more grain cleaning shops, commonly called grain cleaning elevators, in Chicago and vicinity. There are also similar establishments in other parts of the country. These grain cleaners are usually classed as elevators, and so written by insurance brokers and agents. The inherent hazard, however, is no more that of the grain elevator than is that found in a flouring mill. In fact the physical hazard of the grain cleaner and of the flouring mill have many things in common, and as a fire insurance risk are about equal. The grain cleaners hereabouts, we understand, are written at the best elevator rates. No wonder there is no money in the fire insurance business.

If the insurance companies had been losing money on cleaning elevators there would be some sense in the *Investigator's* jeremiad about there being no money in the insurance business. But the *Investigator* does not specify a single loss in Chicago of a cleaning elevator due to its operation as such. We do not recall any recent losses on this class of property in Chicago.

Nor is the risk the same as a flouring mill, nor does it approximate to it, only so far as it contains a fraction of the amount of machinery necessary to operate a flour mill. The insurance companies have made money on elevator risks in this city. A cleaning elevator may have a slightly increased hazard over a storage plant; but experience has not demonstrated that it is a risk on which the insurance companies cannot make money at present rates, and we don't see why the *Investigator* should be so unhappy because the cleaning houses are able to pay insurance premiums.

### INDIAN SILVER AND OUR WHEAT.

The action of the Indian Government in stopping the free coinage of the silver rupee has been productive of many surmises as to the possible effect on our wheat as an exportable commodity. India has been, not exactly our chief competitor in the export wheat trade, but a sort of thorn in the flesh that has, as many think, kept prices down. The point made is something like this: Silver is a commodity in Great Britain and money in India, with free coinage besides. Britain can import Indian wheat and merchandise, buy the silver bullion and coin it into rupees to pay the bill. Therefore, the advantage of buying wheat from India is measured by the difference between gold coin and silver bullion. This is not altogether true, but it is the trend of the argument. Now that India has taken measures to stop the decline in value of the rupee, what effect will this have on the price of American wheat?

It must be remembered that as silver is the only money of India, the decline of the rupee has not sensibly affected those who buy and sell in the same market there. Thus the export price of Indian wheat in rupees varied but little from 1873 to 1889; but when reduced to our gold standard the price dropped from \$1.03 to 73 cents. Were India our principal competitor,



this would be a sufficient indication of the cause of continually lower tendency of wheat prices here. But such is not the case. If Indian wheat and prices were the sole cause, we should expect to see the acreage of Indian wheat and its export vastly increased as the rupee declined in value as compared with gold. But such has not been the case. The largest exports of wheat from India were in 1886 and 1892, in the latter year due largely, as was the case in this country, to the scarcity in Europe. The normal acreage in India is now more than 2,000,000 acres less than the actual acreage in 1885; and the average product for the four years ending 1892 was 13 per cent. less than the average product for the four preceding years. It may be noted that the export price of Indian wheat has always been less than that of American wheat, independent of the comparative value of the rupee.

Nevertheless, as we view the matter, the action of the Indian government can hardly fail to help American wheat prices to some extent. The government's purpose was to arrest the decline in the value of the rupee as an alternative to increased taxation; for its taxes were collected in silver rupees and its foreign obligations paid in gold. The price of wheat in India has not been affected by the action of the government, but has remained stationary; therefore as the rupee appreciates in value, the export price of Indian wheat will be higher relatively, as compared with American wheat, than when the rupee was declining, as compared with gold. So, the effect of an appreciation of the value of the rupee will be to have India as a competitor on more equal terms; and the advantage will be with us.

### HARMONY AT KANSAS CITY.

Kansas City's grain trade has experienced many battles and disputes during the past few years, but none have been carried on with more persistence than that with the Missouri State Grain Department. The members of the grain trade were right, and the politicians finally learned they could not compel the trade to accept anything they desired to force onto them in the way of inspection service. The law has been changed and the department placed in the hands of the chief inspector, who has rightly appointed experienced inspectors at Kansas City. Careful and conscientious work can be expected and no more grain will be inspected by telephone.

Across the line the dispute between the Boards of Trade of Kansas City and Argentine has also been settled by the only elevator at Argentine being licensed by the Argentine Board of Trade. This gives the Kansas City market three inspection departments, but since those connected with the trade at that point have shown a desire for harmony and a disposition to compromise matters any great disparity between their grades and inspections will not long be maintained.

### EXPORTS OF BREADSTUFFS FOR THE CROP YEAR.

The value of breadstuffs exported in June approached closely that of June, 1892, being \$15,912,751, against \$16,448,977, which is a much more favorable showing than that made by the whole crop year ending June 30, which was only \$188,981,992, against \$288,925,000 in the preceding crop year.

Wheat exports for June were 9,436,867 bushels, exceeding the 9,265,085 bushels exported in June last year. The exports of wheat for the crop year amounted to 113,750,317 bushels, against 152,803,036 bushels for the preceding crop year; and the exports of wheat and flour combined aggregated 186,694,125 bushels, compared with 219,225,252 bushels for the crop year of 1891-2.

Of corn and oats we exported in June 4,602,587 bushels and 719,064 bushels respectively,

against 3,016,865 bushels and 245,408 bushels respectively for the preceding June, showing that the good export demand expected has commenced. For the crop year the exports were 38,742,898 bushels of corn and 2,320,267 bushels of oats, against 73,770,002 bushels of corn and 9,018,404 bushels of oats for the preceding crop year.

The exports of rye and barley for the crop year just ended were respectively 1,477,056 bushels and 3,034,675 bushels, against 11,827,044 bushels and 2,799,729 bushels for the preceding crop year.

### KANSAS RAILROADS OPPOSED TO TRACK SCALES.

The law enacted by the last Kansas Legislature, which requires railroad companies to put in track scales at every station from which 100 cars of grain and seeds are shipped annually, and give clean bills of lading, is meeting with great opposition among the carriers, and they have decided to fight the law.

Railroad attorneys are said to claim the law unconstitutional, on the ground that it imposes an unnecessary and unreasonable burden on the railroad companies. The thing desired and secured to shippers by the law is a receipt in full for grain delivered to the carrier, which has the option of maintaining track scales or of stating in its bills of lading given for grain delivered to it at any station entitled to track scales, the number of bushels reported by the shipper. In other words, carrier shall either weigh the grain or accept shipper's weights, and give receipt for same in full, which shall be binding upon carrier. This is no unreasonable burden. In fact, carriers stoutly maintain that they deliver all received, and this new law is only intended to bind them to fulfill their contract.

If carriers are not disposed to put in scales they should offer to give a rebate of one-fourth of a cent a hundred and clean bills of lading for all grain and seeds loaded into cars from elevators equipped with good hopper scales. Let carrier's agent witness weighing into ear or loading bin if desired, but insist upon a clean bill of lading. Such an arrangement would cost carriers very little, in fact, they would soon advance the rate to make it up. Shippers, however, would get clean bills of lading, and elevator men would have an income from handling grain other than their own. All connected with the trade would profit by such an arrangement, and unreliable track scales would not be required. Were carriers to make this proposition to the members of the Grain Dealers' Association, which secured the enactment of the track scale law, we doubt not it would be accepted.

### THE ILLINOIS GRAIN MERCHANTS' ASSOCIATION.

The Illinois Grain Merchants' Protective Association, which gave promise a few years ago of doing so much good work in behalf of the country grain dealers of the state, is not dead, but is alive and at work, as is shown by the account of the meeting published in this issue.

If they carry out the work outlined in the resolution adopted they will surely merit the sincere thanks of every grain shipper and receiver. The losses sustained by shippers and receivers owing to the delay of grain in transit, at points of shipment, both in cars and elevators, is enormous. Some action should have been taken to secure better service long ago. The older and stronger the practice of a carrier, the more difficult will it be to uproot it. Good service is paid for and shippers should insist that sound cars be given promptly and grain delivered at destination within a reasonable time.

If carriers desire to charge demurrage for delay of cars, let them pay the same charge for not giving cars for loading within 48 hours and

a per diem charge for not transporting it to destination at the average speed of 100 miles in 24 hours. If a charge is made for delay, it should be reciprocal. The success of the association in this work will open the way to greater victories and a larger membership.

### TO GOVERN COUNTRY ELEVATORS.

In accordance with a law enacted at the last meeting of Minnesota's bucolic legislators the Railroad and Warehouse Commission has issued rules and regulations for the government of public country elevators. They declare all elevators and warehouses on right of way of any railroad, public houses. Rights of way are granted to railroad companies for railroad purposes, and as long as one is used for such purpose the state may regulate its use, but when used for warehouse purposes, illegally as it is in most cases, the state has no power to regulate the operation of the house. Those who wish to operate their elevators as private houses can do so without interference whether on railroad right of way or not.

The rule that warehousemen delivering stored grain at a state terminal must make good all shortage over 60 pounds, while no limit is placed on carrier is strikingly ridiculous. To reach the shortage evil they should require carriers to give clean bills of lading and deliver all received.

MINNESOTA'S Railroad and Warehouse Commission proposes to erect a state elevator at Duluth, regardless of the opinion of the Attorney General that no funds are legally available. A site has been purchased, plans made and accepted and bids will be advertised for. The plan includes 200 earload bins, and the balance of the bins will have capacities ranging from 4,000 to 8,000 bushels. The spectacle of a great state going into the elevator business to compete with its citizens is decidedly repulsive to anyone with capital invested in that state, and there is not likely to be a stampede among outside capitalists to invest within its borders. However, even should the elevator be erected, the grain dealers and elevator men of the state have little to fear from it. The chances are overwhelmingly against the success of the scheme, and the spirit of communism, instead of entering other fields, will receive a severe check by the failure of any elevator the commissioners may erect, to receive for any length of time enough grain to cut any figure in the market. Even should the farmers ship some grain to the elevator, they will gain nothing and will soon tire of the fight against business methods, which all experience has proved are the best.

DISCRIMINATING against grain shippers and stations seems to be a chronic weakness with the traffic managers of the Chicago & Northwestern Railroad Company. Country grain shippers have learned this, and for this reason they are ever on the alert to protect their interests and to try and secure fair treatment from the company. Shippers along this road in Northwestern Iowa have at different times secured heavy judgments against it for discrimination, and now grain shippers of Eastern Iowa propose to try their hand at securing justice through the medium of the courts. A number of shippers in Linn and Benton counties have brought suits against the road for damages aggregating \$295,000. Plaintiffs claim that before they commenced to ship over the road they applied for and were informed they would receive the lowest rates quoted anyone on such shipments, but that within the past year they have discovered that other shippers had been given secret rebates, drawbacks and concessions of freight shipped from the same points, and that in this way they had been paying 4 cents a bushel more than other shippers, and in consequence of such rebates and drawbacks they claim their business has been damaged to the amounts set forth in the petitions.



# EDITORIAL MENTION

SEND us the trade news of your district.

GUIDES to the World's Fair and Chicago, free at the office of the AMERICAN ELEVATOR AND GRAIN TRADE, Room 5, 184 Dearborn street.

THE Minnesota Railroad and Warehouse Commission wants bids on a 500,000-bushel elevator of which it has plans, specifications, etc. Bids will be opened August 2.

GRAIN dealers wanting a partner, an elevator building, site or business, a foreman, a buyer, or a machine should advertise in the AMERICAN ELEVATOR AND GRAIN TRADE.

THE Hay & Straw Dealers' Association of New York State will hold a meeting at Hotel Kenmore, Saratoga Springs, Wednesday, July 26. Members of the association are requested to be present. Anyone connected with the trade will be welcome.

AMONG the new advertisements in this issue will be noticed the card of the Columbian Envelope Company of Minneapolis, who desire to call the attention of dealers to their Sample Envelope, which has received many flattering endorsements from the trade.

THE *Hay Trade Journal*, an excellent weekly paper devoted exclusively to the hay trade and containing reports from a number of markets, is mailed to subscribers for \$2 per year. THE AMERICAN ELEVATOR AND GRAIN TRADE is \$1 per year. If both journals are taken together they can be secured for \$2 per year.

A NEW catalogue of the improved Weber Gas and Gasoline Engine has just been issued by the Weber Gas and Gasoline Engine Company, of Kansas City, Mo. It contains illustrated descriptions and price list of the Weber engine, also a number of letters from users of the engine. Copies will be sent to any address on application.

WANTED—By all grain shippers, a clean bill of lading with a time limit clause inserted. Carriers should deliver at destination all the grain received within a reasonable time. If they can not transport grain at an average of 100 miles per 24 hours let them pay demurrage for delay the same as they now require shippers to pay for detaining cars.

INQUIRIES for feed and crop reports from France, England and Germany seem to insure a good demand from these countries for our hay, oats and corn. Baled hay has recently been very high in England and we have exported several cargoes to France, despite that country's import duty, which was erroneously reported to have been suspended.

WE are delighted to announce that the kicks against shortages in grain shipments sent over the Illinois Central and the Big 4 railroads have had a good effect, and a contract has been let for the erection of a grain transfer elevator with a capacity of transferring 140 cars a day at Crawfordville, Ind. It will be 105 feet high and be operated by electricity. Enough grain is transferred at a number of other transfer points to justify the erection of a transfer elevator at each, and if shippers and receivers would persistently and strenuously kick against shortages and care-

lessness and poor facilities for transferring grain, more transfer elevators would be erected. When protests and petitions cease to have any influence recourse should be taken to the law.

Do you want to sell an elevator, an elevator site, an interest in your business, a scale, dump, cleaning machine, sheller or engine? If so, advertise the fact in our "For Sale" department and you will soon find elevator men who want what you have.

MR. PILLSBURY has again predicted a shortage in the wheat crop of the Northwest. Mr. Pillsbury does this with great regularity every year, varying the predictions occasionally as to prospective foreign demand, but always with the idea that wheat is going to be higher. If he will keep right on prophesying, undismayed by the outcome of his past predictions, he is sure to hit it just right, sometime.

One day recently, hay was quoted in London at a higher price, pound for pound, than wheat. Of course hay and fodder always command a higher price in the densely populated European countries than we are accustomed to pay in this country; but we venture the statement that London never before saw the time when wheat was cheaper than hay. As some one remarked, our British cousins will have to dispense with hay as a side dish.

A TEMPEST in a teapot was created on the Chicago Board on June 29, by the rumor that there were at least 5,000,000 bushels of "skin" wheat in the Chicago elevators. A widely circulated rumor like this had a disastrous effect on a market already nervous enough, and on the last day of June wheat sold down to 61½ cents, the lowest Chicago price in over thirty and perhaps forty years. All the leading elevator proprietors at once signed a statement denouncing the libel and declaring that the wheat in all their houses was in excellent condition, and fully up to the high standard exacted by Chicago inspection. That ended the rumor, but it had already cost traders a good many thousand dollars.

OUR readers may doubt that railroad companies ever repair the floors, sides and roofs of grain cars, as most of them frequently deliver cars for loading that would not carry a load of grain twenty miles. However, we learn from an Indiana newspaper that "the Vandalia is repairing its grain cars in preparation for grain business after harvest." Hurrah! for the Vandalia. It is at least making an effort to avoid delivering all grain at miscellaneous points along its line not recorded in the bill of lading. When grain shippers get a clean bill of lading all railroad companies will exert themselves to keep their cars in good condition. It will be cheaper than paying for grain scattered along the route. It may be, too, that they would take the extra precaution of guarding ears when standing in the yards at terminals and points of transfer.

ACCORDING to the reports furnished to the Department of Agriculture the acreage of winter wheat is 22,615,500 and 11,985,450 of spring, making a total acreage of 34,600,950. The yield is estimated at 394,355,000 bushels, which is over 121,000,000 bushels less than the yield reported for 1892. For two years past the farmers have persistently misreported acreage, condition and yield. They have systematically underestimated their crops and destroyed the confidence of dealers in all reports. They have fooled the grain trade, but they have also destroyed the value of the government reports to themselves, and now must plan for next year's crops without any reliable information regarding stocks in farmers' hands and the amount produced. The effect of farmers misrepresenting

will be felt for some time to come. But once in the past 11 years have we had a smaller crop of wheat than is estimated for 1893 and that was in 1885, when we had a crop of 357,112,000 bushels. The lowest price for wheat in Chicago that year was 73½, but recently it has been lower than ever before. Yet in the face of a reported short crop at home and a good foreign demand the price of wheat is depressed and it will remain so until reliable bull news is received.

ARISTOCRATS with lean purses are vainly striving to replenish them by trading in hay. They have learned by experience that they know little or nothing about stocks and grain, so have concluded to try speculating in actual products. It will be the same old story. In this day, to succeed for any length of time in any business, one must give his time and attention to it. To succeed in the hay export business one must be familiar with the trade, know its practices and keep in touch with it, and this spasmodic dealers will not do.

A CHICAGO newspaper, with a staff that knows all about the grain trade and its practices, wisely makes the startling statement that "the Chicago representatives of the Bank of Nova Scotia have discovered that many of the elevator companies of Minnesota are conducting private elevators and warehouses under a state license. Some predict that there is grave danger of a withdrawal of capital that has been hitherto behind the grain industry because of this fact." It may not be the practice of all other states, but the general impression is that a company has no financial standing and cannot sue and be sued as a company until it is licensed to do business by some state. It matters not what the business is, the requirements are the same. It is very easy to swear black is white, at least the demagogues who seek to injure the elevator companies of Minnesota and win the support of the farmers seem to find it so.

LAST year the Agricultural Department estimated the wheat crops of Minnesota and the Dakotas at 108,000,000 bushels, which gave the press of the Northwest the worst attack of the short crop hollers ever experienced in that section. They denounced the department for over-estimating and even wrote personal letters to Statistician Dodge, and then later in the year these self-proclaimed crop experts denounced the department for underestimating the crop. Nearly 105,000,000 bushels were marketed at Duluth and Minneapolis alone during the 12 months ending June 30. Some was shipped in from outside the three states and July and August receipts were of the old crop. When the amount ground up by the many mills of the three states and that shipped to outside points without going to the two terminal markets is taken into consideration the crop of these states for 1892 must have been 150,000,000 bushels at least.

THE grain trade of Kansas City finished the most prosperous year in its history on June 30. The exchange there was organized twenty-four years ago, and the year ending June 30, 1893, marks the greatest advance of any year in its history, employing more men and more capital than ever before. The total number of ears of grain and hay received direct by Kansas City dealers last year was 69,146, of which 41,816 were wheat, 15,866 corn, 3,425 oats, 1,203 rye, and 6,241 cars of hay. At least twenty new firms have gone into the business at Kansas City, many of them organized by employees of older firms. Profits have not been large through low prices and plenty of competition, but the volume of business has partially compensated for that. The establishing of a speculative market for hard wheat has been one of the most important features of the year, and the trading in futures has been much larger than was anticipated.



## Trade Notes.

The Edw. P. Allis Company of Milwaukee, Wis., has started its new shop.

An opportunity seldom offered; the *Hay Trade Journal* and the *AMERICAN ELEVATOR AND GRAIN TRADE* both for \$2 per annum.

Souvenir Guides to the World's Columbian Exposition free to grain dealers at the office of the *AMERICAN ELEVATOR AND GRAIN TRADE*.

The Grain Scouring Machine Company has been incorporated at Philadelphia, Pa., with \$100,000 capital stock. E. B. Williams is treasurer.

A souvenir guide to the World's Fair and Chicago is given to readers of the *AMERICAN ELEVATOR AND GRAIN TRADE* who call at our office, Room 5, 184 Dearborn street.

W. J. Johnston, manufacturer of and dealer in grain bags of all kinds, at 182 Jackson street, Chicago, is enjoying good business, and has been receiving many inquiries from country grain dealers.

The Stevens Mill & Elevator Machinery Company has been incorporated at Peoria, Ill., to manufacture machinery for grain elevators and flour mills. The capital stock is \$100,000; and the incorporators are L. O. Stevens, R. H. Walker and E. F. Parker.

The Weber Gas & Gasoline Engine Company of Kansas City, Mo., writes us: "Business is very brisk and the outlook entirely satisfactory. We are shipping quite a number of engines into the Mexican Republic, where they are proving to be a great success."

Advertisers look too much for cheap advertising. When you are sick do you look around for the cheapest doctor? Or, if you want to engage a lawyer, do you look for the low-priced and most obscure? Certainly not. The best evidence of the value of a paper as an advertising medium is its ability to secure and hold the best-paying class of advertisements.

The Nordyke & Marmon Company of Indianapolis, Ind., has absorbed the mill furnishing business of James Pye of Minneapolis, Minn. Mr. Pye is manager of the branch, with an office at 206 Corn Exchange. He will equip a shop with roll grinding and corrugating machinery, and will keep on hand a large stock of machines and elevator and mill supplies.

The Racine Hardware Manufacturing Company, of Racine, Wis., has made an assignment to August C. Frank. The liabilities are \$300,000, and the assets \$600,000. The company manufactured small steam and gas engines, boats, furniture, etc., on an extensive scale. Heavy loss was sustained several years ago in developing inventions and the recent financial stringency caught the company unprepared.

The trouble with a great many advertisers in trade journals is that they expect too much. They expect the advertisement to do more work than their best travelers, whose expenses are as much in one week as the yearly cost of the advertisement. As a rule, no attention by the advertiser is given to the advertisement except perhaps a change of wording once in six months. Speak to your customers through it the same as your traveler would talk to them, and you will soon discover that the trade paper is the only medium. The publisher of the best journal in existence can only sell you space and guarantee circulation among your probable buyers. He cannot guarantee that the advertisement will pay you. That rests with yourself.

James Lettel & Co., builders of steam engines and boilers and water wheels at Springfield, O., were unable to obtain the space needed to make the display at the World's Fair they wanted and for this reason their exhibit is not as large as they had wished. Their location is Group 62, Section N. E., Mines and Mining Building. In the exhibit is shown one of their 5-horse power horizontal engines mounted on self-contained return flue boiler on skids, that is worth an examination by any of our readers visiting the fair who may be interested or contemplate using anything in that line. This company also has an 8-horse power horizontal engine mounted on 16-horse power self-contained boiler on skids in actual operation on the grounds, driving the plant of the Hydraulic Press Manufactur-

ing Company, located between Stock Pavilion and Great White Horse Inn. The new pocket pamphlet recently issued by this company illustrates and describes in a concise and practical manner their full line of engines and boilers. A copy may be had free on application to the company, and it is well worth sending for.

### IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

For the eleven months ending with May the imports of breadstuffs, compared with the corresponding period of 1891-2, were as follows: Wheat, 823,773 bushels, valued at \$586,372, against 2,183,832 bushels, valued at \$1,784,560; corn, 1,793 bushels, valued at \$1,243, against 15,250 bushels valued at \$10,724; oats, 20,915 bushels, valued at \$8,748, against 18,733 bushels, valued at \$7,755; rye, 8,598 bushels, valued at \$7,055, against 83,529 bushels, valued at \$67,497; barley, 1,954,617 bushels, valued at \$914,326, against 3,106,808 bushels, valued at \$1,572,268; oatmeal, 504,342 pounds valued at \$25,563, against 459,726 pounds, valued at \$25,733, and wheat flour, 384 barrels, valued at \$2,123, against 577 barrels, valued at \$4,056; total value, \$2,418,697, as compared with \$4,386,717.

The exports of foreign breadstuffs for the eleven months ending with May, compared with the exports for the corresponding period of 1891-2, were as follows: Wheat, 572,750 bushels, valued at \$393,943; corn, none, against 9,731 bushels, valued at \$7,196; oats, none, against 6,966 bushels, valued at \$2,418; rye, none, against 16,172 bushels, valued at \$12,937; barley, 33,983 bushels, valued at \$16,993, against 501,301 bushels, valued at \$257,156; oatmeal, 71,900 pounds, valued at \$1,902, against 96 pounds, valued at \$5, and wheat flour, none, against 102 barrels, valued at \$502. The total value was \$425,120, against \$1,576,591 for the corresponding period of 1891-2.

### IMPORT AMERICAN WHEAT.

Our exports of wheat for the eleven months ending with May aggregated 106,498,372 bushels, valued at \$85,428,738, against 147,972,258 bushels, valued at \$152,876,626, for the corresponding eleven months ending with May, 1892, according to the report of the bureau of statistics.

The exports by countries for the two corresponding periods were as follows: United Kingdom of Great Britain and Ireland, 67,153,909 bushels, valued at \$53,707,573, against 62,237,996 bushels, valued at \$64,117,430; France, 6,752,423 bushels, valued at \$5,399,856, against 42,038,954 bushels, valued at \$43,685,333; Germany, 2,626,651 bushels, valued at \$2,181,209, against 6,311,695 bushels, valued at 6,611,148; other countries in Europe, 25,183,590 bushels, valued at \$20,517,636, against 32,110,083 bushels, valued at \$33,399,433; British North America, 4,248,806 bushels, valued at \$3,193,161, against 4,940,435 bushels, valued at \$4,701,100; Central American States and British Honduras, 44,882 bushels, valued at \$44,276; against 44,704 bushels, valued at \$49,037; West Indies and Bermuda, 13,319 bushels, valued at \$11,298, against 10,100 bushels, valued at \$11,374; Brazil, 63,925 bushels, valued at \$58,623, against 164,622 bushels, valued at \$183,639; other countries in South America, 9,603 bushels, valued at \$9,999, against 65,042 bushels, valued at \$66,166; Asia and Oceania, 15,179 bushels, valued at \$12,722, against 28,899 bushels, valued at \$28,793; and to other countries, 386,085 bushels, valued at \$295,385; against 19,728 bushels, valued at \$23,273.

Merchandise valued at \$324,217,801 was exported during the five months ending with May, against \$414,264,616 during the corresponding period of 1892. For the twelve months ending with May the value of our merchandise exports was \$848,373,845, against \$1,022,984,545 in 1891-2 and \$879,997,426 in 1890-1.

Malted barley amounting to 641 bushels was imported in April, against 112 bushels the preceding April; and during the ten months ending with April 3,140 bushels, valued at \$3,901, was imported; against 5,035 bushels, valued at \$5,964, during the corresponding period of 1891-2. No foreign barley malt was exported during the ten months, against 1,191 bushels, during the corresponding period of 1891-2.

### FOREIGN CONSUMERS OF AMERICAN CORN.

During the eleven months ending with May our exports of corn amounted to 41,094,684 bushels, valued at \$22,188,815; against 72,274,025 bushels, valued at \$39,811,921, during the corresponding period of 1891-2, as reported by the bureau of statistics.

By countries the exports during the two periods compared were, to the United Kingdom, 16,308,681 bushels, valued at \$8,544,300, against 34,775,468 bushels, valued at \$19,339,402; Germany 4,777,204 bushels, valued at \$2,517,886, against 13,386,366 bushels, valued at 7,195,721; France, 1,071,232 bushels, valued at \$527,562, against 2,034,257 bushels, valued at \$1,055,279; other countries in Europe, 5,830,939 bushels, valued at \$3,022,652, against 16,840,719 bushels, valued at \$9,154,053; British North America, 4,460,437 bushels, valued at \$2,082,862, against 3,311,010 bushels, valued at \$1,784,598; Mexico, 6,544,166 bushels, valued at \$4,234,805, against 578,119 bushels, valued at \$379,677; Central American States and British Honduras, 116,275 bushels, valued at \$73,722, against 115,770 bushels, valued at \$97,600; Cuba 977,820 bushels, valued at \$545,236, against 529,183 bushels, valued at \$308,190. Puerto Rico, 21,874 bushels, valued at \$13,454, against 28,327 bushels, valued at \$16,370; Santo Domingo, 5,646 bushels, valued at \$3,165, against 1,324 bushels, valued at \$697; other West Indies and Bermuda, 489,158 bushels, valued at \$312,860, against 461,639 bushels, valued at \$318,177; South America, 470,493 bushels, valued at \$296,083, against 191,220 bushels, valued at \$147,298; and to other countries, 20,459 bushels, valued at \$14,226, against 20,623 bushels, valued at \$14,859.

## INCIDENTALS.

A heavy crop of hay is being cut in North Dakota.

Broom corn is advocated as a farm crop by a grain dealer of Minnesota, as the profit is large and the cultivation easy.

The grain trade of Indianapolis is increasing. Dealers and shippers handled 278 earloads of corn in one week of June.

Grain dealers who handle hay should subscribe for the *Hay Trade Journal* as well as the *AMERICAN ELEVATOR AND GRAIN TRADE*. Both for \$2 per year.

Hop vines in New York are threatened with destruction by hop lice. Growers report ten times as many lice on the vines as in 1886, when the New York hop crop was nearly a total failure.

A flaxseed corner exists, that is, one firm owns nearly all the seed in store at Chicago, while the price has gone up several cents a bushel on account of the bad prospects for the growing crop in the Northwest.

New Orleans exported in June, according to the report of Robt. McMillan, chief inspector, 779,022 bushels of wheat and 151,350 bushels of corn; against 95,000 bushels of wheat and 3,600 of corn in June, 1892.

Hay inspection is being established in Canada to meet the demands of the business, which has become more than local. The necessity of inspection to the hay trade is more apparent since the export trade began.

Corn is truly king of cereals. What other grain can equal it for man or beast? We have in it bread for man and fodder for cattle, starch for laundry, oil, glucose, grape sugar, pipes from the cob and a dozen other useful articles.

State Senator Mattes of Nebraska City, Neb., has been appointed special agent of the Department of Agriculture to travel in Europe and introduce American corn into German breweries. Mr. Mattes is a practical beer manufacturer and president of the Mattes Brewing Company. This project promises better than the corn bread crusade, for let one or two German brewers adopt our excellent substitute for malt then all the others will do so to meet the competition. It is estimated that forty to fifty million bushels of corn per year would be imported by Germany alone.



# ELEVATOR

## GRAIN NEWS

Elmdale, Mich., will have an elevator.

Alfred Gott will build a distillery at Grundy, Va.

J. T. Lovett will build an elevator at Berryville, Va.

A broom factory has been established at Charleston, Ill.

James M. Meers will build an oil mill at Crockett, Tex.

Three wheat warehouses are being built at Pomeroy, Wash.

The starch mill at Sioux Falls, S. D., is soon to be started.

Ernst & Co., of New Orleans, La., will rebuild their rice mill.

Chipman & Ragle are building a distillery at Falmouth, Ky.

A farmers' warehouse is being erected at Walla Walla, Wash.

Brooks & Green, grain dealers at Springfield, O., have sold out.

S. J. Brown & Co., grain dealers at Liberty, Neb., have sold out.

William Staples of Absaraka, N. D., is building a grain elevator.

An elevator of 40,000 bushels' capacity is to be built at Brooklyn, O.

A company is being organized to build an elevator at Dubuque, Ia.

N. B. Post, dealer in grain, flour and feed at Fonda, Ia., has sold out.

A company is being organized at Jennings, La., to build a rice mill.

A warehouse will be built at Hartland, Minn., by the mill company.

Gilkey Bros. are building a grain warehouse at Marlow, Ind. Ter.

An elevator of 12,000 bushels capacity is being built at Wakefield, Ont.

The Standard Grain Company, of Kansas City, Mo., has been dissolved.

A grain elevator at Mt. Hamill, Ia., will be remodeled into a flour mill.

The new "Harrington Elevator" at Superior, Wis., will soon receive grain.

The French Commission Company of Kansas City has suspended business.

William C. Bridges has started a grain store at North Brookfield, Mass.

The linseed oil mill at Winnipeg, Man., is being rebuilt at a cost of \$5,000.

A. A. Grinnell will build a grain elevator at Oakfield, Genesee Co., N. Y.

Dr. Murry of Kahoka, Mo., has bought the "Million Elevator" at Alexandria.

James F. McLaughlin, dealer in grain and flour at Toronto, Ont., has failed.

A grain elevator will be built at Killarney, Man., by the owners of the mill.

H. H. Russell's new grain store at Watertown, Mass., is open for business.

W. A. Coombs of Coldwater, Mich., will build an elevator near his flour mill.

The farmers of Douglas Co., Wash., will build a grain warehouse at Harline.

The Landa Cotton Oil Company has been incorporated at New Braunfels, Tex.

A 50,000 bushel warehouse is being built for the flour mill at Ritzville, Wash.

The grain elevator at Midway, Ky., which was recently burned, is to be rebuilt.

The Cockrell Bros. Commission Company, of Lincoln, Neb., has been dissolved.

The Carnduff Mill & Elevator Company, has been incorporated at Carnduff, Man.

The E. K. Warren Brewing Company has been incorporated at Rochester, N. Y.

Smith & Cloke of Emington have engaged in the grain business at Chatsworth, Ill.

The Beach Grain & Elevator Company has been incorporated at Appleton City, Mo. Capital stock \$7,-

000; incorporators, Fred Egger, Jr., F. Egger, Sr., O. G. Beach and John B. Egger.

Pringle & Co., dealers in grain and coal at Grant, Neb., have dissolved partnership.

J. J. Heacock, grain dealer at Kingsley, Kan., has been succeeded by Heacock Bros.

The Shelburne Warehouse Association of Florence, Minn., will operate a grain house.

James Cannon will rebuild his elevator at Sutton, Neb., which was recently burned.

H. H. Russell has added a grain and hay department to his store at Waverly, Mass.

The Western Grain & Produce Company of Winnipeg, Man., is winding up its affairs.

Fager, Hibbard & Co., commission grain dealers at Chicago, have dissolved partnership.

A farmers' stock company is being organized to build an elevator at Magnolia, Minn.

George R. Smith will engage in the commission grain business at Minneapolis, Minn.

Burkhart & Swarthout of Fowlerville, Mich., are building an addition to their elevator.

At Baltimore a million bushels of wheat were engaged for export in one week recently.

Bowen & Regur of Des Moines are repairing and raising their grain house at Colfax, Ia.

The linseed oil mills at Chicago have been closed for the season. Metzger's alone excepted.

The Cypress River Farmers' Elevator Company has been incorporated at Cypress River, Man.

Karl Ehrlich & Co., grain dealers and millers at Lehigh, Kan., have dissolved partnership.

The Star Union Brewing Company has been incorporated at Peru, Ill., with \$150,000 capital.

Jerome Davidson's new elevator at Mahomet, Ill., will have 35,000 to 40,000 bushels' capacity.

Stearns & Oberly, grain dealers at Bluffton, O., have been succeeded by Stearns & Grading.

Mr. Hutt has bought the elevator at Moosomin, Assa., of the Moosomin Elevator Company.

E. J. Mercke & Co., grain dealers and millers at Louisville, Ky., have dissolved partnership.

Baylor, Green & Co., dealers in grain and hay at Richmond, Va., have dissolved partnership.

An elevator is to be built at Midlothian, Tex., by Cameron, Yoakum, Castles & Co., of Waco.

T. J. Emert, grain dealer and storekeeper at Tarkio, Mo., has been succeeded by W. M. Robinson.

The Busch Brewing Company has been incorporated at Buffalo, N. Y., with \$100,000 capital.

Additional side tracks have been laid at James M. Whitney's grain elevators at Rochester, N. Y.

The elevator at the "Victoria Mill" in St. Louis, Mo., is being built on a solid rock foundation.

A rice elevator will be built at Crowley, La., by the National Rice Mill Company, of New Orleans.

F. Vanderstucken is building a grain elevator of 12,000 bushels' capacity at Fredericksburg, Tex.

The Steadman Elevator Company has begun the erection of a new elevator at Sauk Centre, Minn.

J. W. Todd, commission dealer in grain and feed at Staunton, Va., has been succeeded by Todd Bros.

The Barnwell Oil Company has been incorporated at Barnwell, S. C., to build a cotton seed oil mill.

Twelve miles of side tracks are being laid at South Superior, Wis., for the use of the grain elevators.

T. C. Colehower, the elevator man of Toluca, Ill., has recently shipped twenty cars of oats and corn.

Studabaker, Sale & Co., grain dealers and elevator men of Bluffton, Ind., have dissolved partnership.

Price & Cooper of Blackburn, Mo., have dissolved partnership after many years in the grain business.

Walter K. Shaw of Bangor and Edwin E. Morse of Patten are building a starch factory at Hersey, Me.

C. W. McDaniel will build a 40,000-bushel grain elevator at Franklin, Ind., in connection with his flour mill.

J. H. Whittaker & Co., dealers in grain and wool at Pewamo, Mich., have been succeeded by J. H. Whittaker.

The Union Grain & Live Stock Company has been incorporated at Templeton, Ia., with \$10,000 capital stock.

The Neosho Mill & Grain Company has been incorporated at Parkerville, Kan., with \$7,000 capital stock.

The Prattville Grain & Elevator Company has bought H. M. Pratt's grain house at Prattville, Mich., and will continue the business. T. Dopp is president;

L. S. Hackett, secretary; Willis Johnson, treasurer; and A. J. Tuttle and Edward Kelley, directors.

Andrew H. Burke, once governor of North Dakota, has entered the commission grain business at Duluth, Minn.

The Minneapolis Grain & Feed Company will make improvements in its elevator and mill at Minneapolis, Minn.

A. H. Betts has started his fine new elevator at Alexandria, Minn. The motive power is a gasoline engine.

A. G. Prentiss, grain dealer at Saco, Me., has suspended business with liabilities of \$50,000; assets, \$12,000.

The North Dakota Elevator Company will rebuild its house at Villard, Minn., which was recently burned.

Subscribe for the *Hay Trade Journal* and the *AMERICAN ELEVATOR AND GRAIN TRADE*. Both for \$2 per year.

Automatic sprinklers are to be placed in Cargill Bros.' elevators at Superior, Wis., as a means of fire protection.

The new elevator at Castlewood, S. D., has been completed. There are now six grain elevators at Castlewood.

The grain business of the late Chas. C. Corey at Bedford, Mass., will be sold by Edwin H. Blake, administrator.

A grain elevator of 20,000 bushels' capacity is being built at Chester, Ill., by the Buena Vista Milling Company.

The foundation for the farmers' elevator at Wellington, Ill., has been laid and the superstructure is rapidly rising.

J. N. & F. B. Clauser, grain dealers and millers at Darlington, Ind., have been succeeded by Clauser Bros. & Adney.

The first of this year's wheat received at Philadelphia, Pa., was received by Christian & Co., July 1, from Maryland.

A. J. Ramsay of Edelstein, Ill., has sold his elevator to Dawson Moss of Toluca, Ill. Mr. Moss is now running the business.

Josiah Dow & Co., of Shelby, Ia., has bought a No. 4 Barnard Oat Clipper of the Barnard & Leas Mfg. Co., of Moline, Ill.

C. J. McCollum and M. S. Coburn have formed a partnership to do a commission grain business at West Superior, Wis.

John F. and Thomas Overman, grain dealers at Amboy, Ind., have disappeared, leaving their affairs very much involved.

W. R. Vanderveer of McCool, Neb., has placed a set of grinding rolls in his elevator. He will feed the product to his sheep.

The Great Northern Elevator Company has completed the new conveyor between elevators "X" and "A" at Superior, Wis.

W. H. Cunningham's grain store at Malden, Mass., was entered by burglars recently. They took \$75 out of the money drawer.

Carlisle & Blue, dealers in grain and coal at Downs, Ill., have dissolved partnership, Mr. B. Blue retiring from the elevator business.

Breedlove Smith contemplates making improvements in his elevator at Jonesboro, Ill. John Hewes has charge of the establishment.

The Van Dusen Elevator Company has completed its new house at Redwood Falls, Minn. It is not so tall as the one which was burned.

J. H. Taggart of Long Point, Ill., has sold his elevator, bins, cribs, etc., to O. B. Wheeler of the same place, who took possession July 1.

The Sleuman Mercantile & Grain Company will build an elevator at Trumbull, Neb. In the meantime they are buying grain on track.

Hahn Bros. & Co., dealers in grain and live stock at Dwight, Ill., have bought the "Harvey Elevator" to accommodate their increasing business.

A distillery consuming 2,000 bushels of grain daily has just been started at Peoria, Ill., in opposition to the Distilling & Cattle Feeding Company.

The new elevator at Appleton, Wis., owned and operated by the Wisconsin Malt & Grain Co., has a storage capacity for 125,000 bushels grain.

The Wellington Elevator Company, of Wellington, Ill., has bought a Victor Corn Sheller of the Barnard & Leas Manufacturing Company, of Moline.

Black & West, of Omaha, Ill., have recently bought a Little Victor Corn Sheller and Cleaner of the Barnard & Leas Manufacturing Company, of Moline.

Tromanhaner Bros., architects and builders of grain elevators, of Minneapolis, Minn., have been awarded the contract to build a 1,000,000-bushel house



for F. H. Peavy at that city. The new elevator will be operated by the Interior Elevator Company, and will be known as "Interior No. 1."

Work on the big elevator of Osborne & McMillan at Minneapolis, Minn., has been stopped, owing, it is said, to the stringency of the money market.

L. T. Brooking of Funk, Neb., has bought one No. 4 Barnard Warehouse Separator of the Barnard & Leas Manufacturing Company, of Moline, Ill.

The Great Western Elevator Company, of Minneapolis, Minn., has amended its articles of incorporation to provide for a capitalization of \$500,000.

E. G. Beall of Van Alstyne, Tex., has recently bought a No. 2 Cornwall Corn Cleaner of the Barnard & Leas Manufacturing Company, of Moline, Ill.

Crouch Bros., of St. Edward, Neb., have purchased an engine and boiler of the Murray Iron Works Company, of Burlington, Iowa, for their new elevator.

W. W. Carter of Ossian, Ia., has bought one No. 1 Willford Three Roller Mill of the Willford & Northway Manufacturing Company, of Minneapolis, Minn.

The Willford & Northway Manufacturing Company, of Minneapolis, has recently sold one No. 2 Willford Three Roller Mill to E. A. Ordway of Rothsay, Minn.

C. J. Johnson of Solomon, Kan., has bought a complete equipment of elevator machinery made by the Barnard & Leas Manufacturing Company, of Moline, Ill.

The Railroad and Warehouse Commission of Minnesota has purchased a site for the state elevator at Duluth. The railroad and dock facilities will be first rate.

The Farmers' Elevator Company, of Lewiston, Minn., is having a 15,000-bushel Seeley Elevator built by Seeley, Son & Co., the architects of Fremont, Neb.

F. H. Brown & Co., dealers in grain and hay at Baltimore, Md., have dissolved partnership. Mr. Brown will continue business under the old firm name.

Jackson & Reser, commission dealers in grain and feed at Denver, Colo., became financially embarrassed and dissolved partnership. Mr. Jackson will continue the business.

H. H. Sindt & Co., of Durant, Ia., have bought the machinery for a 5,000-bushel elevator, including oats and corn machinery, of the Barnard & Leas Mfg. Co., of Moline, Ill.

Chas. Howe of Chicago and M. N. Tisdale of Wenona have formed a copartnership to do a country grain business at Wenona, Ill. The firm name is Howe & Tisdale.

The Northwestern Farmers' Protective Elevator Association held a meeting in Grand Forks, N. D., June 27, to arrange for the shipment of their wheat direct to Duluth.

New Orleans reported 14,546,352 bushels of wheat during the twelve months ending with June. This is more than Boston and Philadelphia together exported in the same time.

Seeley, Son & Co., grain elevator architects and builders of Fremont, are building a 20,000-bushel house at Arlington, Neb., for the Arlington Mill & Elevator Company.

William Hardman of Cable, O., has bought one No. 1 Victor Corn Sheller and one No. 9 Cornwall Corn Cleaner, of the Barnard & Leas Manufacturing Company, of Moline, Ill.

A reward of \$250 has been offered by Sheriff Sharvy of Duluth, Minn., for the recovery of the body of Abraham Bailey, the commission grain dealer who disappeared recently.

Peavey & Co. on June 28 took out a license from the Argentine Board of Trade for their elevator at Argentine, Kan. The members of the board are happy over the event.

A. F. Ordway & Son of Beaver Dam, Wis., have recently purchased a No. 2 Willford Three Roller Mill of the Willford & Northway Manufacturing Company, of Minneapolis, Minn.

R. S. Rhea, grain dealer of Nashville, Tenn., made an assignment June 22. The liabilities, amounting to \$110,000, have been paid and secured by transfers of the assets to creditors.

Milwaukee received during June 2,307,550 bushels of grain, against 2,355,719 during June, 1892. The shipments were 1,270,887 bushels, against 693,168 bushels in June last year.

The Lake Superior Elevator Company, of Duluth, Minn., has been held liable for damages in the United States court on account of a conveyor trestle falling on the steamer D. W. Rust.

The Illinois Central Railroad Company has let the contract for a 200,000-bushel cleaning and storage elevator for the city trade at New Orleans, La. Said house is to be erected on the site of the present freight terminals of the Yazoo & Mississippi Valley

Railroad. It will have all the latest improvements and is to be first-class throughout. The contract for the building complete has been let to James Stewart & Co. of St. Louis, Mo.

G. J. Dole & Son of St. Edward, Neb., have recently purchased a No. 1 Willford Three Roller Mill of the Willford & Northway Manufacturing Company, of Minneapolis, Minn.

Local rail rates on grain from Buffalo east are so high in comparison with through rates from the West that the trade suffers in consequence. The rates are now 2 to 3 cents against Buffalo.

The Claytonville Grain Company has been incorporated at Claytonville, Ill. Capital stock \$7,500; incorporators, J. P. Kaufman, Louis Wolff, John Zehr, George Hofer and J. L. McCauley.

The new elevators of Cargill Bros. at Superior, Wis., are handicapped by the heavy switching charges exacted by the Northern Pacific Railroad on all business that does not come over its line.

Gilbert Curtis of Oakland, Cal., has brought suit against Starr & Co. for \$4,000, the difference between \$18,000 paid him on account of wheat sold in London and \$22,000 which he claims was due.

Hussong, Newlin & Co. of Hutsonville, Ill., were the first grain dealers at that point to purchase new wheat. The first week of July they contracted to buy 1,000 bushels at 53 cents per bushel.

The Portis Elevator Company, of Portis, Kan., has recently purchased from the Murray Iron Works Company, of Burlington, Iowa, an engine and boiler, shafting, pulleys, etc., for their new mill.

The Champaign Transfer Elevator Company has been incorporated at Champaign, Ill., to handle grain. Capital stock \$10,000; incorporators, J. S. Pollard, M. A. Goff, J. W. Davidson and H. H. Harris.

The Barnard & Leas Mfg. Co., of Moline, Ill., has recently sold Little Victor Corn Shellers and Cleaners to John Parsons of Birmingham, W. E. Francisco of Mason City and H. P. Densow of Dysart, Ia.

The Toltee Canal Company of Antonito, Colo., has bought the grain elevator of the Antonito Elevator Company. The plant was sold under a trust deed given to Seeley, Son & Co. of Fremont, Neb.

Johnson, Kirkpatrick & Co., of McGregor, Tex., have purchased a complete outfit of elevator machinery, including Barnard Cleaners, of the Barnard & Leas Manufacturing Company, of Moline, Ill.

The elevator which R. A. L. Davis & Co. are building at Partridge, Kan., will be furnished with a complete outfit of machinery made by the Barnard & Leas Manufacturing Company, of Moline, Ill.

The M. K. & T. Trust Company of Kansas City, Mo., has bought one No. 4 Barnard Oat Clipper and one No. 4 Barnard Warehouse Scourer of the Barnard & Leas Manufacturing Company, of Moline, Ill.

The Northern Elevator Company has been incorporated at Winnipeg, Man. Capital stock \$250,000; incorporators, R. P. Roblin, A. Atkinson, S. P. Clarke, Herbert Crowe, N. Bawlf and N. Mitchell.

The Farmers' Elevator Company of Ardoch, N. D., held a meeting recently and divided among the stockholders the insurance received on the policy covering their elevator, which was burned a few months ago.

A souvenir guide to Chicago and the World's Fair will be given to anyone connected with the grain trade who calls at the office of the AMERICAN ELEVATOR AND GRAIN TRADE, Room 5, 184 Dearborn street.

The Kamas Mill & Elevator Company has been incorporated at Kamas, Utah, with \$10,000 capital stock. J. G. Lambert is president, S. M. Park, vice-president, and A. P. Anderson, secretary and treasurer.

H. O. Barber of Holdrege, Neb., has bought of the Barnard & Leas Manufacturing Company, Moline, Ill., one No. 3 Barnard Elevator Separator, one No. 2 Victor Corn Sheller and one No. 3 Victor Corn Cleaner.

Elevators "K" and "L" of the Superior Terminal Elevator Company at Superior, Wis., have been declared regular by the Duluth Board of Trade. These elevators are the ones recently completed by the Cargill Bros.

Grain and elevator men visiting the World's Fair should not fail to call at the office of the AMERICAN ELEVATOR AND GRAIN TRADE, Room 5, 184 Dearborn street, to place their names and home and temporary addresses on our register.

Chicago received two cars of new red winter wheat July 7, which were the first this season. The consignment originated in Kentucky. The quality was fair, the grade No. 3 Red, and the weight per bushel 57½ pounds. It was sold for 60 cents a bushel.

Grain stored in Chicago elevators has not hitherto been assessed for taxation. This year the west town assessor proposes to place a taxable valuation on the revenue derived from storage, claiming that the revenue is taxable, although the grain itself is not. The elevator men consider this a mere quibble. The as-

essor has estimated the assessed value of the elevators in his division at nearly \$1,000,000, on the basis of seven cents a bushel revenue per year per bushel. The other assessors have taken no action.

The assignee of the Abner L. Baekus & Sons Company, the grain dealing firm that failed recently at Toledo, O., is carrying on the business as usual. He will file his report of the concern's affairs in the United States Court on July 17.

The first earload of new wheat received this year by the Kansas City Board of Trade was consigned to the Peavey Elevator Company. The car came from Labette Co., Kan., on June 26. The contents weighed sixty pounds to the bushel and was graded No. 2.

A. J. Cutler & Co. of Chicago have brought suit for \$70,000 against Edward W. Partridge of Partridge Bros., grain commission dealers on the Board of Trade, alleging that Partridge has failed to repay the money they had put up as margins on his wheat deals.

York Foundry & Engine Works of York, Neb., have placed an order with the Barnard & Leas Manufacturing Company, Moline, Ill., for 2 No. 3 Barnard Elevator Separators, 1 No. 4 Barnard W. H. Separator, 1 No. 2 Victor Corn Sheller and 1 No. 3 Victor Corn Cleaner.

The export hay trade of Montreal has been stimulated by the good prices offered in Liverpool and London. The farmers are asking \$12 per ton delivered at country stations. The price alongside ship is \$13 to \$13.50. The London price of 115s. to 130s. leaves a big margin of profit.

G. H. White, assignee of the Scandinavian Elevator Company, of Minneapolis, Minn., is about to bring suit against the stockholders of the concern, which failed two years ago, for the benefit of the creditors. The liabilities are \$20,000, due to farmers chiefly, who had sold wheat to the company.

Abraham Bailey, the commission grain dealer of Duluth, Minn., who mysteriously disappeared over a month ago, is believed to have committed suicide in the lake, as he hired a rowboat and did not return. He owes his partners, Barnes & Nichols of Minneapolis, a considerable sum of money.

The 100,000-bushel elevator at Ordway, Colo., has recently been tested and accepted by Messrs. Urban Bros., the owners. Everything about the structure is of the most modern design, and the ultimate result highly satisfactory to all concerned. The contractors of the entire plant were James Stewart & Co. of St. Louis, Mo.

The Terminal Warehouse Company has been incorporated at Baltimore, Md., with \$150,000 capital stock, to build a storehouse for hay and flour. Incorporators, John L. Rodgers, R. M. Wylie, Charles England, Henry James, George C. Wilkens and R. H. Powell. The latter is manager, and S. W. Lippincott is secretary and treasurer.

Orthwein Bros., grain dealers and proprietors of the "Victoria Mills" at St. Louis, Mo., have dissolved partnership. A new company has been formed, known as the William D. Orthwein Grain Company. The capital stock is \$200,000, divided into 2,000 shares, of which W. D. Orthwein holds 1,940, F. C. Orthwein 50, and W. E. Orthwein 10.

The first of this year's wheat crop received at St. Louis, Mo., was four cars from Charleston, in the southern part of the state. Three of the cars were consigned to Chas. P. Burr & Co. and one to Connor Bros. The quality was tip-top, the weight being 62 and the grade No. 2. The grain was sold by auction at 61 and 62½ cents per bushel.

George Graves, Okarche, Oklahoma, has ordered from the Barnard & Leas Manufacturing Company, Moline, Ill., six complete elevator outfits, each to be fully equipped with Barnard's cleaning machinery. The elevators will be located on the following stations on the Rock Island railroad—Okarche, Hennessey, El Reno, Terrall, Chicasha and Mullhall.

The Salt Lake Grain Company has been incorporated at Salt Lake City, Utah, to deal in grain, seeds, hay and other agricultural products and do a general merchandising, storage and commission business. Capital stock \$20,000; incorporators, Thomas E. Jeremy, president; T. C. Drege, vice-president; E. J. Jeremy, secretary, and C. H. Spencer, treasurer.

Receipts of the Lake Superior Elevator Company and the Union Improvement Elevator Company, issued to Spencer, Moore & Co., for wheat received from the Northern Pacific Elevator Company, have been declared irregular by the Duluth Board of Trade, until the restraining order obtained by M. J. Forbes, receiver, shall be dissolved by the United States Circuit Court at St. Paul.

The plans drawn up by Barnett & Record for the new state grain elevator at Duluth, Minn., show a 500,000-bushel house. The piling and dredging shown by the plans, however, provide for the 1,000,000-bushel annex which is to be built later. The estimated cost is \$160,000. Bids will be advertised for, according to the plans, which will remain on file in the office of the Railroad and Warehouse Commission at St. Paul. The main building is 99x30 feet and 160



feet high. The power house is 99x45 feet. The bins for farmers are 144 in number, ranging in capacity from 1,000 to 1,600 bushels. A number of larger bins have a total capacity for 350,000 bushels.

The Union Grain & Hay Company of Cincinnati, O., will open the elevator of Morgan & Dye. Julius Fleischmann is president of the company, Casper Rowe, secretary, and W. W. Granger, Jr., manager. The building was sold by the sheriff several weeks ago to the Market National Bank that had a claim for \$15,000 on the old concern which failed under peculiar circumstances.

The directors of the Lake Superior Elevator Company, and of the Union Improvement & Elevator Company, of Duluth, Minn., held a meeting July 3 and elected the following officers for both companies: George Spencer, president; Geo. B. Cooksey, vice-president; L. Mendenhall, treasurer; J. H. Dight, assistant treasurer; A. R. Macfarlane, secretary, and James C. Hunter, assistant secretary.

M. J. Forbes, receiver, has filed schedules at St. Paul, Minn., giving the assets of the Red River Valley Elevator Company as \$449,422 and liabilities, \$494,017. The chief creditors are the Minneapolis Loan & Trust Co., \$190,000; Bank of Toronto, \$100,000; Canadian Bank of Commerce, Toronto, \$102,000; A. D. Thompson & Co., Duluth, \$60,912, and the Lake Superior Elevator Company, \$20,000.

Churchill & Co. have brought suit at Toledo, O., against the Delaware, Lackawanna & Western Railway to recover a judgment of \$500. The petition alleges that on September 19, 1892, the plaintiff shipped a car of rye containing 548 bushels, consigned to J. J. Robbins & Co., Bangor, Pa.; that the consignees refused to accept the grain and that the company sold it and has refused to make a settlement.

Warner & Guffin of Paw Paw, Ill., have placed a five horse power Charter Gas Engine in their elevator. Old "Billy," the horse, has been given a brief vacation after sixteen years' faithful service as motive power in the elevator. The new gas engine will not only drive the elevator machinery, but also pump water from the six-inch well which was recently bored. The supply of water is abundant and will be pumped into the railroad water tank for the locomotive engines.

The Philadelphia Engineering Works, Limited, have in process of construction the following orders for their Philadelphia Corliss Engines: A 22x28 engine for Delaware County Construction Company, Clifton Heights, Pa.; a 12x30 engine for the Harrisburg School Board, Harrisburgh, Pa.; a 14x36 engine for the Trenton Cotton Mills, Gastonia, N. C.; a 12x30 engine for the Chatham Manufacturing Company, Elkin, N. C.; a 16x42 engine for the Colorado City Glass Company, Colorado City, Colo.; an 18x36 special Corliss Engine for the Pennsylvania Company, and a 26x50x54 cross compound condensing engine for the Pennsylvania General Electric Company.

In the construction of two large elevators at Superior, Wis., 2,700 carloads of material was consumed. The number is divided as follows: Lumber, 1,350; stone, 600; brick, 120; piling, 450; lime, 6; cement, 18; iron tanks, 16; boilers, 6; belting, 3; iron rods and bolts, 22; nails, 25; engines, 8; pumps, 2; corrugated iron, 16; railroad rails, 8; scales, 4; cleaners, 2; cups and shovels, 4; transmission rope, 1; roofing material, 12; wrought iron work, 5; shafting and pulleys, 12. To do this immense amount of work in so short a time has required a very large force of men, and at one time as many as 650 men have been employed and over \$100,000 has been paid out in wages alone. The work was done by the Barnett & Record Company of Minneapolis, Minn.

## THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

HAY AT CHICAGO.—M. M. Freeman & Co. report receipts for July 12 at 1,049 tons and shipments 126 tons. TIMOTHY.—Offerings growing lighter, with market steady and active. No. 1, \$11@11½; No. 2, \$9½@10½; Mixed, \$8@9; New Timothy, \$11@12. PRAIRIE.—Market improving under lighter receipts and choice hay, old or new, in good request. Choice Kansas Upland, old \$10@11, new \$10½@11½; Choice Iowa Upland, old \$9½@10½, new \$10@11; Good Iowa and Kansas Upland, old \$8@9, new \$9@10; Good Feeding Hay, old \$6@7, new \$7½@8½. STRAW.—But little rye on the market and which is much in demand. Rye, \$10½@11; Wheat, \$6½@7; Oats, \$5@6. The market is doing well, as "supply and demand" are again more nearly equal. The present a very favorable time for shipping new hay.

If the exportation of hay from Atlantic ports should continue and increase it will become imperatively necessary to establish a well regulated system of hay inspection in the United States.

Hay shippers are greatly inconvenienced by the small size of the box cars now in use. Even after the bales have been disposed in the car so as to leave no empty spaces between them or the sides the weight will fail to come up to the railroad company's requirements for carload rates. Large cars are a necessity to shippers of hay. Enlarge the cars or reduce the required tonnage.

## Fires, Casualties, Etc.

V. De Lay's brewery at Pasco, Wash., has been burned.

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Devol & Jeffers' grain elevator at Shelbyville, Ind., was burned July 5. Loss, \$8,500.

A. Behrends, dealer in grain and seeds at Galveston, Tex., recently suffered loss by fire.

Sawyer's elevator at Westport, S. D., was burned July 4, with 4,000 bushels of wheat.

John Allbrink, dealer in grain and feed at Milldale, Ky., suffered heavy loss by fire recently.

The "High Spire Distillery" at Harrisburg, Pa., was burned recently, causing \$200,000 loss.

C. W. Goodlander's elevator at Arcadia, Kan., was burned July 11, with 3,000 bushels of wheat.

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William Rockwell's elevator at Saybrook, Ill., was burned on the afternoon of July 7, with 3,000 bushels of grain.

Fairbanks' elevator at Blue Ridge, Ill., was burned June 28. Corn cribs containing 1,500 bushels were also destroyed.

C. M. Paine's elevator annex at Milwaukee, Wis., collapsed recently, throwing 30,000 bushels of grain out on the ground.

A flat house at Maxwell, Cal., containing 10,000 sacks of wheat, was destroyed by an incendiary fire at midnight, July 12.

Oswin Mayo, a wealthy member of the Chicago Board of Trade, committed suicide July 9 by taking arsenic. He was demented.

A farmer's warehouse near Sullivan, Ill., was burned recently with 6,000 bushels of corn, 4,000 bushels of oats and 1,000 bushels of wheat.

The elevator of E. G. Collins at Prosser, Neb., was burned on the night of June 26. Loss on building and contents, \$5,500; partially insured.

The "Midway Elevator" at Midway, Ky., containing 30,000 bushels of wheat, was burned on the night of June 8. Loss, \$33,000; insurance, \$19,000.

W. L. Griffith's elevator at Emerson, Man., was burned July 1, together with 20,000 bushels of wheat and a railroad car. The loss is well insured.

James Cannon's elevator at Sutton, Neb., was burned at 3 o'clock on the morning of July 5. Loss, \$5,200; insurance, \$2,900. The grain was uninsured.

The North Dakota Elevator Company's house at Westport, Minn., was burned to the ground at 1 o'clock, p. m., June 27, with 4,000 bushels of wheat. Insured.

The elevator at Villard, Minn., operated by the North Dakota Elevator Company, was recently burned with 12,000 bushels of wheat. Loss on building, \$4,000; insured.

J. R. Detwiler's elevator at Edholm, Neb., was burned at 2 o'clock on the morning of June 23. Loss, \$5,000; on building, \$900; on engine and boiler, \$500; and on grain, \$500.

An elevator on the "Brown Farm" near Grandin, N. D., collapsed recently. The building was completely wrecked and 40,000 bushels of wheat was scattered among the timbers.

Bartlett, Frazier & Co., of Chicago, had their corn cribs at Blue Ridge, Ill., destroyed by fire July 5. Fifteen thousand bushels of corn was burned. An oat bin owned by G. A. Delong of Foosland was also burned.

The grain elevator and mill of the Schrt Mill Company at Boonville, Mo., were burned on the night of June 24. Five thousand bushels of wheat and fourteen carloads of flour were burned. Loss, \$43,000; insurance, \$23,000.

The grain elevator adjoining the stone mill of Allen & Treleven at Fond du Lac, Wis., containing 7,000 bushels of grain, partially collapsed recently. The supports on one side gave way and the wall bulged out on the opposite side.

The grain elevator at Henry, Ill., on the Rock Island road, was burned on the afternoon of June 14. The building, with the 25,000 bushels of grain that it contained, is a total loss. A box car which had just been loaded with rye was also burned. One farmer had \$6,000 worth of grain in store, holding it for a

higher price. Loss on elevator \$6,000; insurance, \$3,000.

Lightning struck Charles Tuttle's granary and corn crib at Evansville, Wis., July 6, and set fire to the building. A quantity of grain was burned. Loss, \$1,000; insurance, \$600.

The grain elevator at Glen Elder, Kan., owned by F. Nash of that city and W. Denton of Leavenworth, and operated by L. B. Wilcox, was burned at 11 p. m. July 4. Nine thousand bushels of wheat, corn and oats was consumed. Loss, \$12,000; insurance, \$8,000.

W. H. Kerr's elevator at Hartland, Wis., was burned June 15 with 16,000 bushels of barley, 12,000 bushels of oats, 13,000 bushels of wheat, 3,000 bushels of corn, a large quantity of mill feed and three cars of salt. Loss, \$80,000; loss on building, \$30,000; insurance, \$20,000.

A. S. Arnold, employed by Denton Bros., grain dealers at Leavenworth, Kan., on June 18 shot his wife fatally and then killed himself. Mr. Arnold was formerly in the grain trade with S. Zorn at Louisville, Ky., and afterwards at Cincinnati, O. Speculation is believed to have made him insane.

Arthur E. Mead of West Acton and Robert E. Phillips of Cambridge were drowned in the Charles River at Boston, Mass., June 19. Both were members of the Chamber of Commerce, representing Western grain firms, Mr. Mead being the Eastern agent of Lasier, Timberlake & Co., grain receivers and shippers of Chicago. They were out on the river in a canoe when an attempt was made to change seats. The boat was "cranky" and upset, throwing the young men into the water, where the swift current swept them away. The bodies were caught by the tough grass in the bottom of the river and have not been recovered. Both were very popular on the Chamber of Commerce and in society.

## THE EXCHANGES

Certificates of membership in the New York Produce Exchange are selling at \$625.

The Pittsburg Grain and Flour Exchange held its annual election of directors recently. Little interest was manifested.

The new building of the Duluth Board of Trade is to be seven stories high, of modern and fireproof construction. The material is brick.

The various Chambers of Commerce and Boards of Trade in the United States held no sessions on Monday, July 3, the 4th being a national holiday.

The *Hay Trade Journal*, the leading publication in its line, and the AMERICAN ELEVATOR AND GRAIN TRADE, the only journal of its class, are offered to subscribers for only \$2 a year.

Call at the office of the AMERICAN ELEVATOR AND GRAIN TRADE, Room 5, 184 Dearborn street, and receive "free, gratis, for nothing" a copy of our souvenir guide to Chicago and the World's Fair.

The Winnipeg Board of Trade recently elected the following board of grain examiners: S. A. McGaw, G. R. Crowe, J. A. Mitchell, S. Nairn and S. Spink. The flour and meal examiners elected are S. Nairn, R. Muir, S. Spink, C. H. Steele and F. W. Thompson.

The Montreal Corn Exchange has nominated a board of hay examiners and will establish a system of hay inspection. The examiners are Messrs. John Crowe, Alex. McFee, W. Marsan, G. McBean, J. Quintal, A. L. Hurtubise, S. Munn, Desire Parent, C. B. Esdaile and A. G. McBean.

The directors of the Chicago Board of Trade June 28 resolved: "The Chicago Board of Trade believes that the business interests of the country urgently demand that the President and his constitutional advisers consider the advisability of calling an early session of Congress with a view of repealing the Sherman silver law." The resolution was forwarded to President Cleveland and he promptly called the extra session.

The New York Board of Trade and Transportation recently adopted resolutions condemning the circulation of false rumors affecting the financial standing of any business man, firm or corporation, and that all persons who are discovered in circulating such rumors should be suspended or expelled from commercial organizations. It was also resolved that those who circulate false rumors for the purpose of depressing values in order to cover sales of property for future delivery are responsible for much of the distrust now existing in financial circles and should be punished.

A souvenir guide to Chicago and the World's Fair free of charge at the office of the AMERICAN ELEVATOR AND GRAIN TRADE, Room 5, 184 Dearborn street.



# PRESS COMMENT.

## A POOR RULE.

It's a poor rule that won't work both ways, and it certainly seems as equitable that the railroads pay the shipper \$1 per day for all delays after a certain time as it is that the shipper pay the railroad demurrage if not unloaded after a certain period.—*Hay Trade Journal*.

## TIME FOR PROTEST.

The grain and elevator men of Kansas City have good grounds of objection in the matter of wheat inspection. When it comes to degrading the position of inspectors to a plane of political preferment it is time that those directly interested in obtaining good grading entered their protest in such a vigorous manner that the officials will be taught a lesson.—*Kansas City Journal*.

## THE ARISTOCRATIC HAY TRADE.

Whatever may be the outcome of the present excited state of the hay market, the fact that French marquises, countesses and judges and Canadian M. P.'s have turned their attention to it, certainly lends considerable prestige to the hay trade. So high-toned, in fact, has the hay trade become that a well-known lady not far from Montreal was not satisfied until she had induced her worse half to go into the business. Ho! for the hay trade. It is to be hoped the present furore in hay will not end in exhibiting some lame ducks limping around on one side or the other of the Atlantic.—*Montreal Trade Bulletin*.

## THE ERIE CANAL.

It is quite evident that the Erie Canal needs improvements, especially in the way of increasing its depth of water, and strengthening its banks so as to admit of boats making a greater rate of speed and also the lengthening of the remaining short locks. If this can be done at a cost of \$1,000,000, as is estimated, it is safe to say that the people of the state of New York will not object, as the Erie Canal is the governor or regulator of freight rates this amount is insignificant compared to what the people would have to pay in the way of excessive freight rates; should the Erie Canal be allowed to go backward, and it is safe to say that should the canal, for some reason or other, be closed for three years, the freight rate would undoubtedly increase 50 per cent. The people living along this great artery of traffic should not allow anything to stand in the way of cheapening the freight rates and thereby lessening the cost of living.—*Hay Trade Journal*.

## CONSEQUENCE OF MISREPORTING CROPS.

It is claimed that the present depreciation in wheat and flour prices is partly the fault of farmers in this country. It is not because they have grown too much wheat especially, but because they have understated the returns in hopes of getting high prices for their grain. Whether this be so or not, it is the general impression among the grain trade in this country, as well as in Europe, that the wheat crop for the United States for 1891 and 1892 was greatly underestimated. That fact is now working somewhat against the price of wheat. If money was more easily obtained the effect might not be so noticeable. As it is, investors, while they generally regard the price of wheat as being below its worth, and knowing that the prospects now point to nearly 100,000,000 bushels' smaller yield than last year, are afraid that the estimates this year are as much too low as they were during the past two years, and that the present large surplus with the final yield will make a larger total than there will be enough demand for to cause any substantial advance.—*Minneapolis Market Record*.

## INDIA'S SILVER AND WHEAT.

With the cessation of free coinage in India, that country loses the position which has been claimed for it, of being able to undersell the United States, and therefore to depreciate our products in the markets of the world. The facts supporting this view are worth repeating, though well known to our readers. As the silver rupee had not lost any portion of its gold value in the wheat, cotton and other producing districts of India, the exporter of these commodities has hitherto been able to buy silver bullion in London, take it to Bombay and turn it through the mint into rupees there, and with the rupees pay for his wheat, cotton, etc., shipped to London. This permitted the India producer to market his goods at a price as much lower than in 1873 as silver had depreciated and yet to get the same number of rupees (that is the same price) that he received anterior to the date named. Granting that the rupee has not depreciated, this conclusion it will be observed is absolutely correct, and if correct, or as far as it has hitherto been correct, the American grower has been disadvantaged to just the extent the India seller has been favored. With the

cessation of free coinage the whole of this difference is wiped out and the Indian and American producer are put upon exactly the same footing. It is highly satisfactory to know that as a consequence, with the price at London unchanged, cotton and wheat must hereafter be higher in America or lower in India.—*New York Financial Chronicle*.

## STATE ELEVATORS.

The scheme of a state elevator, which has been talked of in several legislatures, has actually been enacted in Minnesota, and until the act is repealed, the state is to have a state warehouse commission to run an elevator of 2,500,000 bushels' capacity and do everything necessary to the business. Minnesota's troubles will begin when complaints pour in because the state weighers do not make a cargo "hold out" and the warehouse commission does not secure more than the market price. State socialism is bound to have its fling just at present, and the reaction will come all the sooner through the South Carolina and Minnesota experiments.—*Albany Argus*.

## WORTH THE COST.

We assume that the Minnesota elevator will be built, but it is foredoomed to a failure as a business enterprise, and the Farmers' Alliance, which is mainly responsible for the passage of the bill for its construction, will be grievously disappointed in its results. In the first place it will not be able to handle one-tenth of the grain shipped from Minnesota wheat fields to the head of the lake, if run to its fullest capacity. Then it will have no organization of small elevators and grain buyers through the country to keep it supplied and must depend on grain loaded from farmers' wagons and small warehouses into the cars. The men who will run it will have no business interest in its success further than to hold their salaried positions. Finally, the experiment will demonstrate that the business of running the big elevators at Duluth and Superior is a close one, yielding no immoderate profits on the capital invested and successful at all only when managed by keen, practical business men. However, it may be worth a couple of hundred thousand dollars to relieve the farmers of Minnesota from one of their most deep-seated delusions, namely, that the state can wisely go into competition in business with one class of its citizens for the benefit of another class.—*Northwest Magazine*.

## WATERWAYS

The break in the Erie Canal at Rochester, N. Y., which at first promised to be serious, has been repaired and traffic resumed.

Grain shipments over the Chesapeake & Ohio Canal have just commenced. Much of the grain is consigned to millers at Georgetown, D. C.

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Practical men declare that the proper way to deal with the Erie Canal is to increase the depth to nine feet, lengthen the locks and use steam power.

Grain shipments from Chicago east by lake have been very small. Rates have struck rock bottom, vessel brokers being unable to secure cargoes.

Erie Canal boatmen have found the eastbound grain trade so large and profitable that they sometimes return from New York to Buffalo without reloading.

During May the east-bound freight carried through the Sault Ste. Marie Canal included 8,618,953 bushels of wheat, 591,504 bushels of corn and 622,495 barrels of flour.

A company is being organized by the farmers of Polk, Norman and Traill counties, North Dakota, to build a steamboat to carry their wheat down the Missouri River next fall.

The movement of export grain from Chicago via Kingston is so large that Canada is suspected of having resumed the practice of giving rebates of canal tolls on grain going to Montreal.

A sailing ship has been chartered at New York to carry a full cargo of hay to Havre. This is the first instance of the kind, and is believed to be the beginning of a regular and increasing hay export trade.

The steamer City of Glasgow, having the Aberdeen, Paisley and Dundee in tow, recently arrived at Buffalo from Duluth with 261,000 bushels of wheat, which is the largest quantity ever carried from Duluth in one tow.

The cost of transportation of the freight carried through the Sault Ste. Marie Canal in 1892 was \$12.-072,850. The average distance of carriage was 822 miles; and the cost per ton per mile was 1.31 mills. Iron ore, lumber, wheat, coal and flour were the chief commodities carried. The wheat amounted to 40,-

994,780 bushels; other grain, 1,666,690 bushels, and flour, 5,418,135 barrels.

A million dollars having been subscribed to cut a ship canal through Cape Cod it is likely that work will soon begin. A short cut from Buzzard's Bay to Boston Harbor will be valuable to the city of Boston.

The disgraceful squandering of public money by politicians who managed (or mismanaged) the Lachine Canal, which was exposed by the inquiry into the "Curran Bridge," has painfully surprised the Canadian people.

The steamer Progress with 71,000 bushels of Chicago corn had its cargo burning on arrival at Buffalo recently. The grain had been filled in around a lighted lantern in the hold. Over 10,000 bushels of the corn was damaged by fire and smoke.

The New York Central and Anchor lines of lake steamers are taking business away from the Northern Steamship Company from Lake Superior ports, by a shading of ocean rates. The lake line managers have been unable to straighten east-bound rates.

Over 6,000,000 bushels of corn was shipped by rail to Mexico from the United States in fourteen months of 1892-3 upon which the freight cost was \$2,681,000 or nearly 45 cents a bushel. It would seem that water transport could be employed via the Mississippi River and Gulf of Mexico at a much less cost.

The mysterious wetting of the wheat cargo of the whaleback barge No. 133 remains unexplained. The 6,000 bushels of wet wheat was sold at Buffalo for 25 cents a bushel. As the boat did not strike any obstruction and did not encounter any storm or any other hazard of navigation the owners will have to bear the loss.

Boats arriving at Kingston, Ont., have been delayed recently, the grain barges running between that port and Montreal not being able to take care of the large receipts, because ocean tonnage has not been engaged to take the grain at Montreal. During the week ending July 8 one million bushels of grain was received at Kingston from the west.

The Southwest Pass Improvement Company has been incorporated at New Orleans, La., to construct such dykes, jetties, levees, etc., as may be necessary to create and maintain a deep and wide channel from the main Mississippi River to the deep waters of the Gulf of Mexico. The pass now in use is the south pass, but engineers claim the southwest pass to be better.

The steamer North Star of the Northern Steamship Company left Duluth one day at 4:45 p. m. with 40,000 bushels of wheat and 12,000 barrels of flour and at 8 p. m. four days later the cargo had been discharged at Buffalo and the steamer was on its return trip. The whole trip to Buffalo and back was made in seven days four hours and thirty-five minutes, which beats the record.

Gov. Flower is decidedly of the opinion that the application of the trolley to the Erie Canal will produce great results. He estimates that it will require \$1,000,000 to equip the canal with the electric system, and that it will cost from \$150 to \$200 to provide each boat with a motor. He estimates that it would require a power house at intervals of thirty miles, or twelve in all, and that there is ample water power to operate them. It now costs the boatmen, he says, an average of \$2 a day for their motive power, and he thinks this can be reduced by the trolley to 60 cents. He also estimates that an annual saving of \$800,000 would be effected by no longer having the towpath to keep in repair.

Twelve thousand bushels of wheat was recently thrown overboard from the steamer Sitka at Cleveland. The steamer took on a cargo of 60,000 bushels of Canadian wheat at Fort William for transport to Buffalo and thence in bond to New York. En route the boat ran on a reef and 12,000 bushels of the cargo was wet. It became necessary to dry the grain, or to sell it to those who would dry or otherwise render it valuable. But the custom house authorities demanded the full duty of 25 cents a bushel on the wet grain if it was to be sold in the United States, and neither could it be sold in Canada without paying the Canadian impost. As the best offer received for the grain was only 20 cents a bushel the most profitable means of disposal was to throw the stuff into the lake, which was accordingly done. Thus \$2,400 was lost to the world.

A very interesting pamphlet has been published by a grain dealer (Mr. James B. Campbell) entitled "Transportation, the Problem for Canada." The following extract from this well written work strikes the right key: "From the day of the opening of the Straits of Mackinaw to the closing of the season at Montreal, ours will be both the quickest and cheapest route. In the main, now that the Northwest country is opening up, the only rival to New York must be Montreal. The dead weight of grain raised in the central states may easily travel in a straight line east to the seaboard; but wheat raised in the Northwest will not drift southeast on its journey to Northern Europe, unless forced into that eccentric line through the insanity of the people possessing the more direct and the cheaper route."



## Latest Decisions.

### Carrier—Transportation—Contract.

The Supreme Judicial Court of Massachusetts held, in the recent case of the Union Freight Railroad Company vs. Winkley et al., that when the vender of goods delivers them to a railroad to be carried to the purchaser, although the title passes to the purchaser by the delivery to the railroad company, and the name and address of the consignee, who is the purchaser, is known to the company, the vender is presumed to make the contract for transportation with the company on his own behalf, and is held liable to the company for the payment of the freight, though the presumption is a disputable one, and may be rebutted or disproved by evidence, and where the vendee has ordered the goods to be sent at his risk and on his account, he also may be held liable as the real principal in the contract.

### Transmission and Delivery of Telegram.

The Court of Appeals at Kansas City, Mo., recently decided that the transmission of a telegram from one city to another does not include its delivery to the person to whom it is addressed. It was upon this point that the judgment in the case of George E. Dudley against the Western Union Telegraph Company, appellant, was reversed. Mr. Dudley sent a message which was not promptly delivered and brought suit under the statute which imposes a penalty of \$200 on a telegraph company failing to "transmit" a message. It was proved that Mr. Dudley's message was wired all right, but was not delivered. Judge Smith in his opinion holds that the statute sued on is penal in its nature and must, therefore, be given a strict construction. Delivery, he says, is different from transmission, and Mr. Dudley's judgment of \$200 was accordingly reversed.

### Delivery of Grain at Elevator by Carrier.

Of considerable importance and much interest is an opinion handed down by the Appellate Court, Chicago, in the case of the National Elevator and Dock Company and Keith & Co. against the Chicago, Madison & Northern Railroad et al. The suit was for specific performance of contract and an injunction. Complainants operate the National and the Chicago & St. Louis Elevators on the south side of the river near Halsted street. South of the elevators are the tracks of the Alton road. The Madison road contracted with complainants to deliver all grain consigned to the two elevators and with the Alton road for delivery over its lines when desired. A breach of contract was claimed, but Judge Horton dismissed the bill for want of equity. Complainants appealed. Defendants held that they were obliged to deliver only such grain as was billed at the point of shipment to complainant's elevators. Complainants claimed that defendants were bound to deliver all grain consigned to them at point of shipment, and all other grain ordered sent to them after arrival in Chicago on other roads. In support of their position complainants showed that, by a custom of the trade, grain was now consigned to Chicago, but not to any particular elevator and was usually ordered to its destination while on track awaiting inspection. This position was upheld by the Appellate Court, which construed the word "consigned" as including all grain directed by either consignor, consignee or purchaser to be delivered to the elevator in question either at the time of shipment or afterward, within the customary period. Defendant was ordered to abide by contract and enjoined from delivering complainant's grain elsewhere.

### Delivery—Negligence—Burden of Proof.

The Supreme Court of Georgia held, in the recent case of The Central Railroad & Banking Company vs. Hasselkns et al., that where goods, although perishable or liable to rapidly deteriorate from internal causes, are damaged while in the hands of the carrier, the burden of proof is upon him to show either that he was free from negligence or that, notwithstanding his negligence, the damage occurred without his fault; that is, that his negligence did not contribute to the damage; and that a stipulation in a bill of lading which exempts the carrier from liability unless notice of the damage is given within a specified time is one of the matters forbidden by section 2,068 of the Code, and is not effectual without proof of assent thereto by the shipper. In the same case the court held that the bills of lading being silent as to the time within which delivery was to be made from Griffin in Georgia at New York and Philadelphia, the law presumed it was to be done in a reasonable time, and parol evidence was not admissible to negative this presumption by showing that a definite and specific time was agreed upon either expressly or by implication; and that where the declaration alleged an undertaking to deliver in a specific time, but none to deliver in a reasonable time, evidence of what would be a reasonable time was inadmissible, and no recovery could be had under the declaration as it stood for

failure to deliver in a reasonable time, but that if the necessary allegation were supplied by amendment, all the relevant facts and circumstances touching the particular shipment, as well as touching that class of shipments generally, might be shown to ascertain what length of time would be reasonable.

## LATE PATENTS

Issued on Jan. 13, 1893.

CORN CRIB.—John Beckley, Sr., Royal Center, Ind. (No model.) No. 499,200. Serial No. 445,218. Filed Sept. 7, 1892.

GRAIN SEPARATOR.—Charles E. McNeal, East Springfield, Pa. (No model.) No. 499,468. Serial No. 407,927. Filed Oct. 6, 1891.

GRAIN PURIFIER.—Frank M. Schell, Perry, Kan. (No model.) No. 499,598. Serial No. 439,926. Filed July 13, 1892.

COMBINED GRAIN SCOURER AND DUST COLLECTOR.—August Heine, Silver Creek, N. Y. (No model.) No. 499,385. Serial No. 465,234. Filed March 9, 1893.

CONCAVE FOR CLOVER HULLING MACHINES.—Marshall T. Reeves, Columbus, Ind., assignor to Reeves & Co., same place. (No model.) No. 499,591. Serial No. 459,409. Filed Jan. 23, 1893.

Issued on June 20, 1893.

FANNING MILL.—Thomas M. Bales, Dublin, Ind. (No model.) No. 499,952. Serial No. 460,658. Filed Feb. 2, 1893.

BALE TIE.—H. Clinton Tully, Mechanicsburg, O. (No model.) No. 499,809. Serial No. 458,964. Filed Jan. 19, 1893.

GRAIN SEPARATOR.—Orville M. Morse, Jackson, Mich. (No model.) No. 499,795. Serial No. 446,299. Filed Sept. 19, 1892.

GRAIN SEPARATOR.—Orville M. Morse, Jackson, Mich. (No model.) No. 499,796. Serial No. 447,005. Filed Sept. 27, 1892.

GAS ENGINE.—Charles W. Pinkney, Smethwick, assignor to the Tangyes, Limited, Soho, England. (No model.) No. 499,935. Serial No. 409,999. Filed Oct. 27, 1891. Patented in England Jan. 2, 1891. No. 103.

Issued on June 27, 1893.

PORTABLE GRANARY.—W. J. Adam, Joliet, Ill. (No model.) No. 500,458. Serial No. 430,320. Filed April 23, 1892.

PORTABLE CRIB.—William J. Adam, Joliet, Ill. (No model.) No. 500,459. Serial No. 430,321. Filed April 23, 1892.

FANNING MILL.—Thomas J. Hatfield, Dublin, Ind. (No model.) No. 500,496. Serial No. 456,856. Filed Dec. 31, 1892.

HAND BALING PRESS.—Fair Posey, Quincy, Miss. (No model.) No. 500,425. Serial No. 463,966. Filed Feb. 27, 1893.

CORN SHELLER.—Casper F. Search, Appleton, Wis., assignor to the Appleton Manufacturing Company, same place. (No model.) No. 500,159. Serial No. 420,589. Filed Feb. 6, 1892.

TREAD POWER.—Casper F. Search, Appleton, Wis., assignor to the Appleton Manufacturing Company, same place. (No model.) No. 500,220. Serial No. 420,587. Filed Feb. 6, 1892.

SCREEN SHOE FOR CLOVER HULLERS.—John N. Kailor, Columbus, Ind., assignor to Reeves & Co., same place. (No model.) No. 500,136. Serial No. 459,422. Filed Jan. 23, 1893.

PEA HULLING MACHINE.—Robert P. Scott, Baltimore, Md., and Charles P. Chisholm and John A. Chisholm, Oakville, Canada. (No model.) No. 500,299. Serial No. 391,323. Filed May 2, 1891.

GRAIN STEEPING AND WASHING APPARATUS.—William H. Prinz, Chicago, Ill., assignor to the Saladin Pneumatic Malting Construction Company, same place. (No model.) No. 500,509. Serial No. 126,973. Filed March 29, 1892.

### DESIGNS AND TRADEMARKS.

[Issued since our last publication.]

SHELLED POP CORN.—The Albert Dickinson Company, Chicago, Ill. Application filed April 14, 1893. No. 23,250. Used since May 23, 1893. The words "SANTA CLAUS" and a conventional picture of Santa Claus upon a label showing snowflakes.

The Interstate Grain Palace of North and South Dakota will be opened at Aberdeen, S. D., September 11. The grain exhibition will be closed September 23.

## PERSONAL

Joseph Shelby, Jr., has been chosen state warehouse register at Kansas City, Mo.

W. M. Price of St. Louis has been appointed chief state grain inspector at Kansas City, Mo.

John D. Grant has been appointed supervising weighmaster at Kansas City by the Missouri Railroad and Warehouse Commission.

J. M. Kennedy of Cincinnati, O., has retired from the commission grain business after thirty years of activity in Chamber of Commerce circles.

L. H. Paige, formerly with the Cargill Company at Casselton, N. D., will manage the new grain elevator of the Russell-Miller Milling Company at Superior, Wis.

Sumner Bookwalter, who has been registrar for the Minnesota State Grain Inspection Department, was recently appointed warehouse registrar for the Minneapolis Chamber of Commerce.

A. G. Chambers has resigned the management of the North Dakota Elevator Company, and after recuperating his health, will enter the grain commission business at Minneapolis, Minn.

William Kroeger, millwright, recently employed as draughtsman by the Willford & Northway Manufacturing Company of Minneapolis, Minn., has engaged with a firm in Russia, to sell machinery in that country.

C. S. Richnour, who has been the manager of Niezer & Richnour's elevator at Monroeville, Ind., for a number of years, has resigned. He is now traveling in the East for recreation. Upon his return he will engage in the grain trade on his own account.

John C. G. Schlegel, the wealthy grain dealer of Baltic, S. D., was recently married to Miss Lillian Alguire at the home of the bride's father, John Alguire, a well-to-do farmer. Mr. Schlegel has taken a prominent part in politics, and last fall was the nominee of the Democratic party for the legislature.

Charles G. Strater of Strater Bros., grain dealers at Louisville, Ky., was out driving with a young lady one afternoon recently, when the shaft of the buggy snapped and a wheel came off. The horse became frightened and dragged the vehicle a considerable distance before stopped. The occupants were badly frightened, but not harmed.

Colonel G. D. Rogers has been elected secretary of the Minneapolis Chamber of Commerce. In selecting him for this responsible position the directors of the Chamber have acted wisely, for he is considered one of the best authorities on grain matters in this country, and besides has had experience in the office, having been the first secretary of the Chamber, as well as a charter member. Col. Rogers was born at Towanda, Pa., sixty years ago. He was operating a flour mill in Wisconsin when the war of the rebellion broke out. He volunteered and served from '61 to '65, leaving the army with the rank of colonel. His connection with the grain trade began after the war, when he operated a line of grain houses in the state of Iowa. Since 1875 he has been doing newspaper work in Minneapolis and in recent years has published the *Market Record*.

## OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

- A. E. Clutter, Lima, O.
- R. E. Deal, Bucyrus, O.
- I. K. Hostetter, Osborn, O.
- W. H. Olds, Tulare, S. Dak.
- Walter F. Nordyke, Indianapolis, Ind.
- Alexander L. Linell, St. Petersburg, Russia.
- E. L. Rogers of E. L. Rogers & Co., Philadelphia, Pa.
- G. W. Gardiner of J. J. Blackman & Co., New York, N. Y.
- A. H. Nordyke of Nordyke & Marmon Company, Indianapolis, Ind.
- J. Silas Leas of Barnard & Leas Manufacturing Company, Moline, Ill.
- G. M. Robinson, president Charter Gas Engine Company, Sterling, Ill.
- H. L. Strong, Coffeyville, Kan., representing Davis & Co., Fort Scott, Kan.
- C. H. Cooley, representing the Pratt & Whitney Company, Hartford, Conn.
- Chas. Closz of Closz & Howard Manufacturing Company, Webster City, Ia.
- T. D. Wolfrom, Rochester, N. Y., representing Huntley, Cranson & Hammond, Silver Creek, N. Y.



# OBITUARY

Thomas Hamilton, the elevator builder of Toledo, O., is dead.

J. B. Vorhees of J. Vorhees & Co., grain dealers at Muncie, Ind., is dead.

Dwight S. Wheeler, for twenty years a commission grain dealer on the Chicago Board of Trade, died July 8.

Corwin E. Drake, grain dealer of Rochester, N. Y., died June 16 of paralysis, the result of a fall from a carriage.

Henry F. Scheideman, Esq., a member of the Chicago Board of Trade, engaged in the feed business, died July 6.

Thomas C. Ledward, an old member of the Chicago Board of Trade, died July 9. For over twenty years he was engaged in the grain receiving business. He was in poor health for a year or more past, but has been attending to business as usual. He was born at Manchester, Eng., fifty-five years ago, came to America when 18 years of age and went to Chicago 25 years ago. In 1861 he was married to Harriet J. Orr of Chicago, who now survives him with five children.

George M. How, an old grain dealer and one of the earliest members of the Chicago Board of Trade, died July 10 from the effect of paralysis. At 1:30 o'clock in the morning he expired at the residence of his son-in-law, Albert Hayden. He was born in Portland, Me., Dec. 30, 1825. His father was a prominent merchant of that city and gave his son a good education. When 18 years of age he started out to make his own way in the world by taking a situation as grocery clerk in Bangor at \$50 a year. After a year he went to Boston and engaged as salesman in a hosiery store at the munificent stipend of \$250 per annum. Two years later he drifted west and for a few months acted as collector in Wisconsin and Northern Illinois for a New York firm. In 1819 he engaged in the grain and commission business at La Salle, and also acted as agent for a line of canal boats and a line of steamers on the Illinois River. His business prospered until the Rock Island and Illinois Central Railroads penetrated that country, when, in 1855, he moved to Chicago and at once became a member of the Board of Trade, in the affairs of which he ever since took an active part. Mr. How helped to establish the system of grading and grain inspection in Chicago. For the last ten years he was president of the Grain Receivers' Association. He was conservative and successful in business. He dealt but little in options. In October, 1853, Mr. How was married to Julia P. Martin at Grand Rapids, Mich. Two daughters survive him.

## B. & O.'S NEW THROUGH LINE.

PREPARING FOR THE IMMENSE TRAFFIC INCIDENT TO THE WORLD'S FAIR.

The management of the Baltimore & Ohio Railroad is preparing for an immense business in 1893, while the World's Fair is open in Chicago. The terminals at Chicago are capable of accommodating a much heavier traffic than is now being done, and important changes are being arranged for the handling of very heavy freight and passenger business to the West from New York, Philadelphia and Baltimore. New equipment for largely increased passenger business and an extensive stock of freight cars have been ordered. The various roads of the system will be improved by straightened lines, reduced grades, extra side tracks and interlocking switches. The new line between Chicago Junction and Akron has shortened the distance between Chicago and tidewater twenty-five miles, and between Pittsburg and Chicago fifty-eight miles.

The distance between Chicago and Pittsburg and Chicago and Cleveland by the construction of the Akron line and the acquisition of the Pittsburg & Western line and the Valley Railroad of Ohio is about the same as via the Lake Shore from Cleveland to Chicago, and by the Pennsylvania from Pittsburg to Chicago. The alignment is to be changed and grades reduced to a maximum of twenty-six feet. It is expected that within twelve months the old Baltimore & Ohio through line between Chicago and the Atlantic Ocean will have passed away and the new line via Pittsburg be established, with no greater grades or curvature than on any of the trunk lines.

Work has already begun east of Pittsburg to meet improvements making west of Pittsburg. These improvements will consist of additional second and third tracks, a general correction of the alignment and completion of the double track on the Metropolitan Branch. It is expected that the new through line will be ready simultaneously with the completion of the Belt Line through the city of Baltimore, which is intended to unite the Washington branch with the Philadelphia division and do away with the present line via Locust Point. Forty new and powerful locomotive engines were added to the equipment during

the last two months, and others are in process of construction. The permanent improvements now under way and in contemplation involve the expenditure of some \$5,000,000.—*Baltimore American*.

## CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

General offices: 160 and 172 Adams street, Chicago, Industrial Department.

The Chicago, Milwaukee & St. Paul Railway Company's 6,150 miles of road traverses a vast territory, rich in all the resources that insure industrial success.

The industrial department is conversant with the iron, coal, lumber, and tanbark, the water power (both river and artesian) for factory and electric power purposes, the markets, the transportation and financial facilities, and other interests on the line pertaining to industrial development, and disseminates information concerning same.

A number of new factories have been induced to locate—largely through the instrumentality of this company—at enterprising town on its lines.

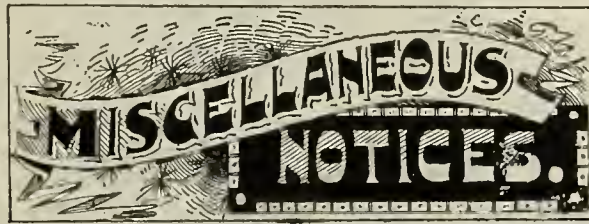
As the interest of the company is to secure the location of industries at places where the surroundings will insure their permanent success, the information furnished a particular industry is pertinent and reliable.

In the Eastern states, and in other parts of the world, factories are so congested and distant from the actual market as to result in fierce and destructive competition. That of the West is taking a place as one of the great manufacturing territories of the world is forcibly impressing itself upon discerning and enterprising manufacturers. Steps should be taken by such while the field is as yet not fully covered, and while inducements are still being offered, to locate in the West.

Individuals or companies wishing to embark capital in Western industry can find a profitable field.

For particulars relative to industrial advantages on the line, address

LUIS JACKSON,  
Industrial Commissioner.  
C., M. & St. P. Ry., 160 Adams street, Chicago, Ill.



## POPLAR TIMBER FOR SALE.

I have for sale 25,000 selected poplar trees on Louisa Fork of Big Sandy tributary to Ohio River by water; and 35,000 selected trees on north fork Kentucky River, 24 inches and up in diameter. Jackson or Beatysville are railroad points for this timber. For sale in groups 10 to 50,000 trees. Address

J. P. KROLL, Bluefield, W. Va.

## DAVIS GRAIN TABLES.

The value of wheat or any grain at 60 pounds to the bushel, for any amount less than 100 bushels is shown without addition or multiplication, and for any amount over 100 and under 1,000 bushels, with but a single addition: at any price from 25 cents to \$1.25 per bushel. The value of bushels and pounds of other grain also is shown at 56, 48 and 32 pounds to the bushel at any price from 15 cents to \$1.50 per bushel. Price, postpaid, \$1.25. Address

E. D. DAVIS, Room 63, Chamber of Commerce, Minneapolis, Minn.

## ARE YOU GOING TO BUILD AN ELEVATOR?

If so, read the following letter from a prominent elevator operator before you place your order for scales:

PADDOCK, HODGE & Co.,  
Grain Merchants.  
29 and 30 Produce Exchange.

TOLEDO, O., June 28, 1893.

J. A. DEMUTH, Oberlin, O.

Dear Sir:—In reply to your favor of recent date: We have had our Fairbanks' Scales supplied with your double entry system since last November, and in errors detected and corrected for and against us, it has more than paid for itself, to say nothing of the satisfaction of knowing that our weighman's entries are absolutely correct after they have been balanced up by your system.

Yours truly, JAMES HODGE,  
[Signed.] Sec'y and Treas. Toledo Elevator Co.

For prices and full descriptive circular write to  
J. A. DEMUTH, Oberlin, Ohio.

## WANTS POSITION AS MANAGER AND BUYER.

Position as manager and grain buyer of station wanted by man who has had eight years' experience. Had charge of one place five years. Can furnish best of reference or give bonds. Address

J. R. STEVENS, Pleasantville, Iowa.

## DIRECTORY OF GRAIN DEALERS.

Kingsley's Directory is the only complete work containing the name and address of every firm engaged in the following lines of business: Grain, milling, flour and feed, hay and straw, butter and eggs, fruit and produce, malting, brewing, distilling and poultry. New edition, thoroughly revised. Over 500 pages octavo, substantially bound in cloth. Indispensable to those who wish to reach the lines of business named above. Price \$3.50. Sent postpaid on receipt of price. Address

LEE KINGSLEY & Co., Syracuse, N. Y.



## COPPER DIGESTER.

A large copper digester, 22 ft. long, 4 ft. diameter, 8 ft. thick; perfectly new, for sale. Address

J. EDWARD CRUSEL, P. O. Box 1796, New Orleans, La.

## HOPPER SCALE FOR SALE.

One 1,000-bushel Fairbanks Hopper scale; only used two years; good as new, for sale. Price, \$150. Address

CRABBS & REYNOLDS, Crawfordsville, Ind.

## TWO FLOUR MILLS.

The "Gill & Wright Mills," situated at Duluth and Superior, capacity of 500 and 400 barrels respectively, for sale. Address

GILL & WRIGHT, Duluth, Minn.

## COLORADO FARM.

Will sell 160 acres, 1½ miles from Sterling, county seat. Well improved, all fenced, plenty perpetual water rights with place. Price \$20 per acre. A bargain. Address

M. THUMGAN, County Treasurer, Sterling, Colo.

## IOWA COAL LAND.

Will sell or lease 240 acres of coal land adjoining a thriving Iowa town; two railroads crossing the land; owners engaged in other business. For further particulars address

ED. H. SMITH, Cedar Rapids, Ia.

## ILLINOIS ELEVATOR.

Seven thousand dollars will buy grain elevator plant and good mill, in desirable town, less than 100 miles of Chicago, that will pay 30 per cent. yearly on investment. Address

W. L. R. JOHNSON, Buckley, Ill.

## KANSAS ELEVATOR.

Will sell or trade elevator in state of Kansas, in good condition: in a good part of the state; three railroads. Will sell for cash or trade for stock of goods or land in Illinois. Address

H. C. RUNGE, Nokomis, Ill.

## FLORIDA LAND.

One hundred thousand acres good timber and turpentine lands in Florida for sale at \$1.25 per acre; also 30,000 acres fine phosphate lands at reasonable prices. Send for particulars. Address

CESSNA & EDDY, Jacksonville, Fla.

## SECOND-HAND MACHINES.

One No. 3 Barnard & Leas Warehouse Dustless Wheat Separator and one No. 5 Excelsior Oat Clipper, Separator and Grader combined; both machines in good condition, about as good as new, for sale cheap. Address

IRVING W. FOX, Rochester, Minn.



## FLORIDA.

A book of information, catalogue describing property for sale in every county, and map of Florida (all new), mailed for postage, 6c. Address

H. W. WILKES, Florida Land Specialist and Deed Commissioner, Louisville, Ky.

## STEAM ELEVATOR.

A steam elevator, situated in a good grain center, is for sale. Storage capacity, 20,000 bushels; working capacity, 5,000 bushels per day. Reason for selling, owners going out of business. Address or apply to

EGGLESTON & SPALDING, Gibson City, Ill.

## ONE-HALF INTEREST IN STEAM MILL.

One-half interest in a No. 1 steam flouring mill, also corn and rye grinders, is for sale cheap. Mill has just been overhauled with the latest improved machinery and is doing an immense business. Reason for selling, poor health. For further particulars address

P. O. Box 122, Orleans, Neb.

## TO HOME SEEKERS.

We have sixty quarters of land for sale in Furnas and Harlan counties. A few choice farms near Beaver City and Wilsonville. Two choice bottom farms with timber and water; good school and church privileges. Send for descriptive circulars of land and prices to

OLMSTEAD & OLMSTEAD, Beaver City, Neb

## TWO ILLINOIS ELEVATORS.

Two elevators, one at Medora, Macoupin Co., and the other at Fidelity, Jersey Co., Ill., are for sale. Both are in good repair, and in good grain country. Only 2½ or 3 miles apart. Will sell both to one man or separately; prefer to sell together. For full particulars call on or address

T. O. RULE, Illiopolis, Ill.

## FOR SALE.

## THREE GRAIN ELEVATORS

In Western Iowa on C. & N. W. R. R.

## MARTIN D. STEVERS &amp; CO

COMMISSION MERCHANTS,

218 La Salle St., - CHICAGO.

## The Columbia Sample Envelope

(Patented Feb. 14, 1893.)

The simplest and best envelope for sending samples of grain and flour through the mails. No fasteners used. Send for samples, circulars and price list to the

Columbia Envelope Co., Minneapolis, Minn.

## BAGS! BAGS!!

For Grain or Anything.

Burlaps and Cotton Bags, Twine, etc.

Manufactory and Office:  
Near Board of Trade,

W. J. JOHNSTON, 182 Jackson Street, CHICAGO, ILL.

ORDER YOUR COAL FROM



## To POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,  
184 Dearborn Street, Chicago, Ill.

## COMMISSION CARDS.

E. P. BACON & CO.,  
Grain Commission Merchants,

Consignments may be made to us either at Milwaukee, Chicago, or Minneapolis, and drafts may be made on us at either place without regard to the destination of consignments against which they are made.

No. 17 Chamber of Commerce, Milwaukee.

Branch Offices:  
84, 85 and 86 Board of Trade, CHICAGO, ILL. 30 Chamber of Commerce, MINNEAPOLIS, MINN.

CENTRAL ELEVATOR AND WAREHOUSE.

## CALLAHAN &amp; SONS,

ESTABLISHED 1856.

Corn, Oats, Rye, Hay,  
Mill Feed, Flour.

WILL MAKE LIBERAL ADVANCES ON CONSIGNMENTS

14th and Magazine Sts., Louisville, Ky.

S. W. EDWARDS & SON,  
COMMISSION MERCHANTS,  
Hay, Straw, Grain and Mill Feed,

Established 1870 373 and 375 CARROLL AVE., CHICAGO.

Who Can Handle Your Products Best? Points to Consider:

1. Our Warehouse covers over 10,000 square feet.
2. We can switch to our Warehouse from any railroad for storage.
3. We have six teams for delivering to any part of the city.
4. We are regular members of the Board of Trade.
5. For responsibility and square dealing we refer you to Union National Bank, Chicago.

H. B. SHANKS. Established 1873. S. H. PHILLIPS.

SHANKS, PHILLIPS & CO.  
Commission Merchants,  
Hay, Corn, Oats, Bran, Chops,  
Flour and Corn Meal.

306 Front Street, Memphis, Tenn

Refer to Union and Planters' Bank.

CASH ADVANCES ON B. OF L.

PLANT & COMPANY,  
GRAIN COMMISSION MERCHANTS, HAY

214 Rialto Building, - CHICAGO.

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Advances made on consignments, and prompt returns made. Orders for purchase and sale of grain and provisions for future delivery on margins carefully executed.

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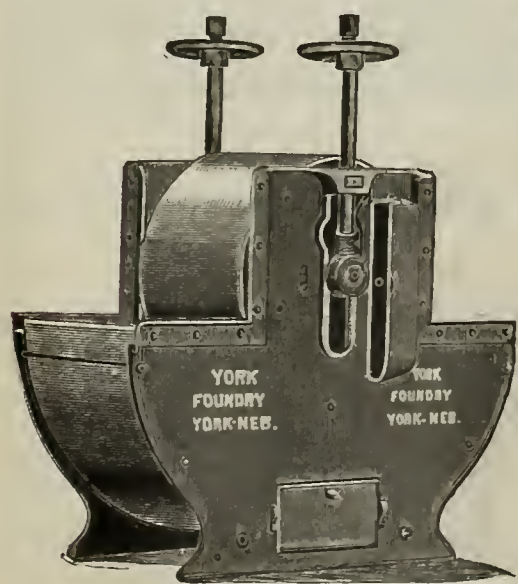
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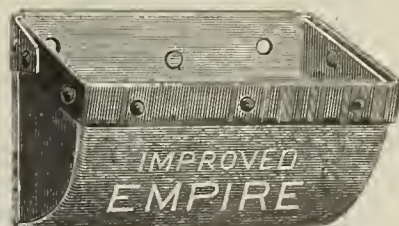
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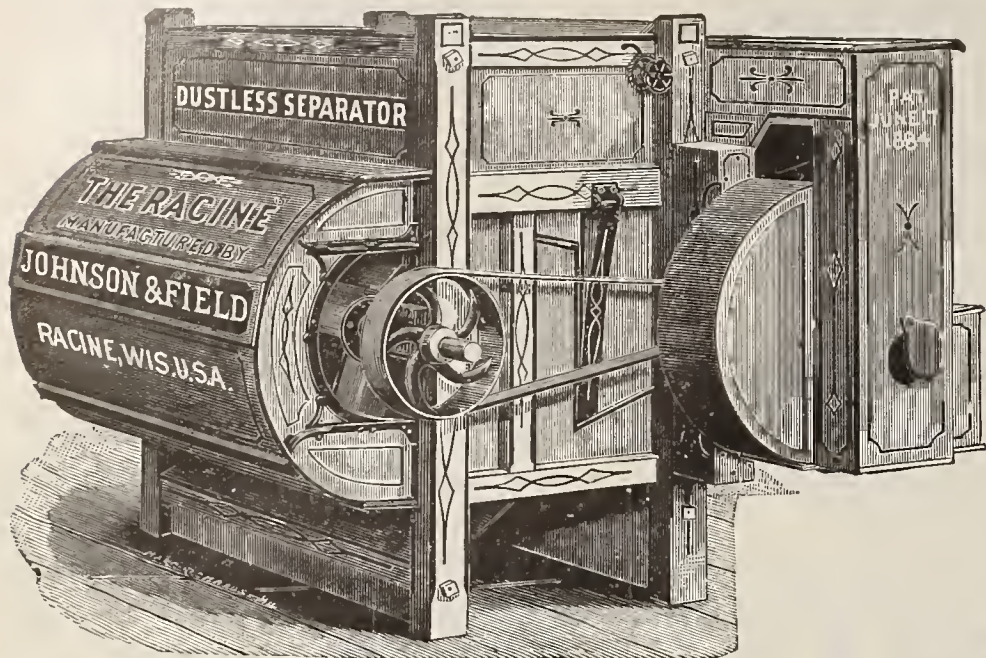
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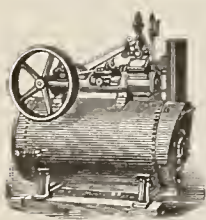
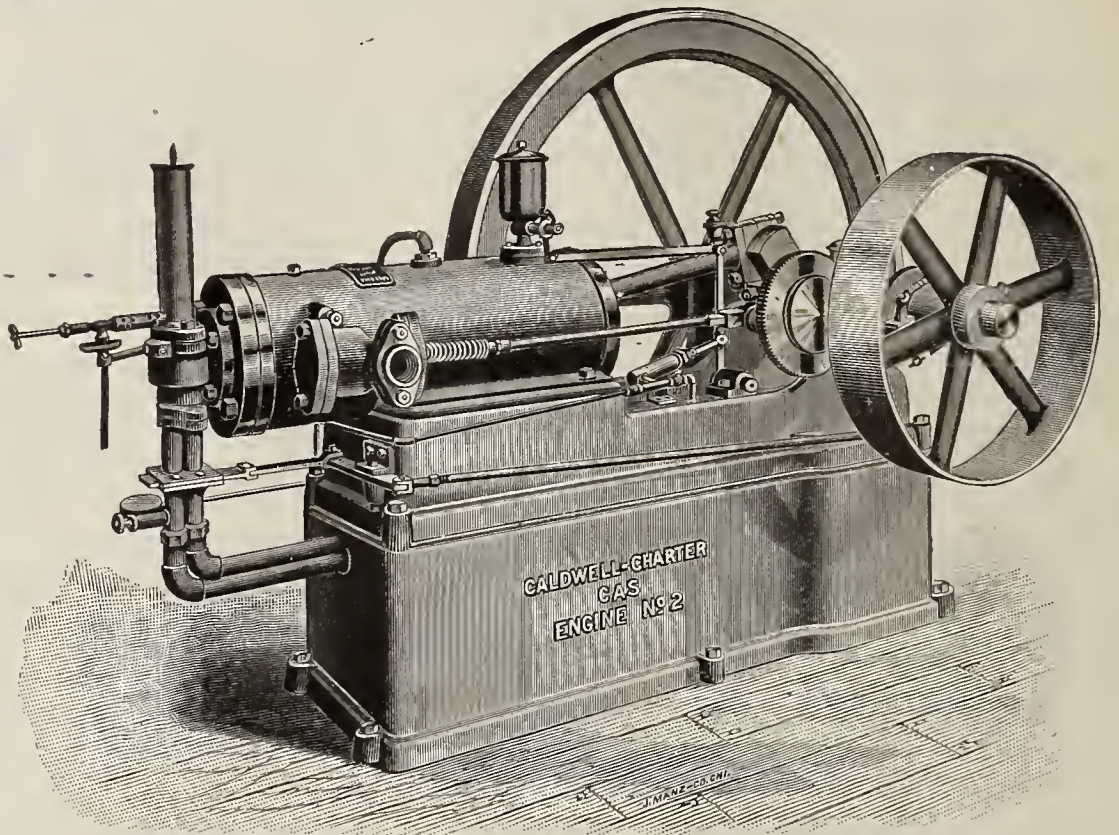
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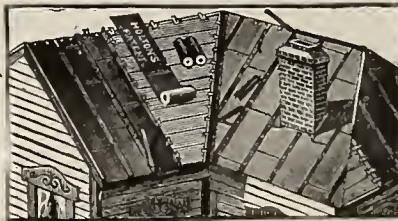
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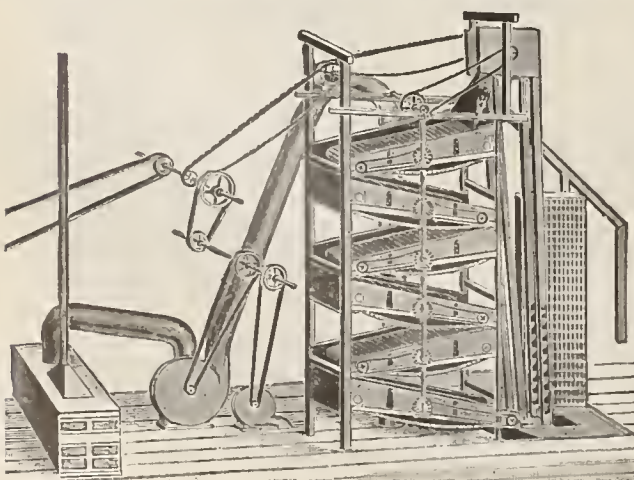
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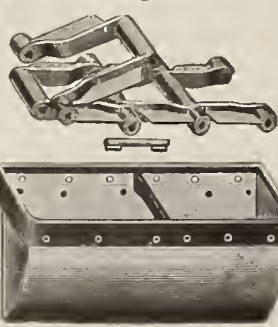


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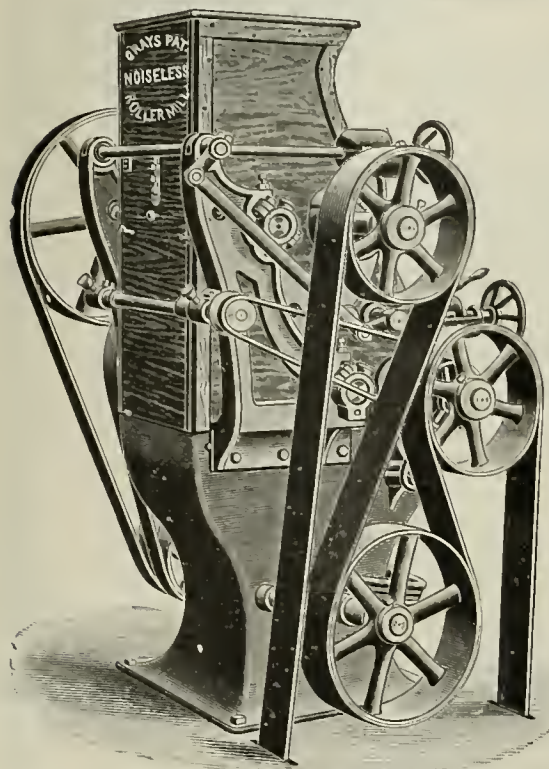
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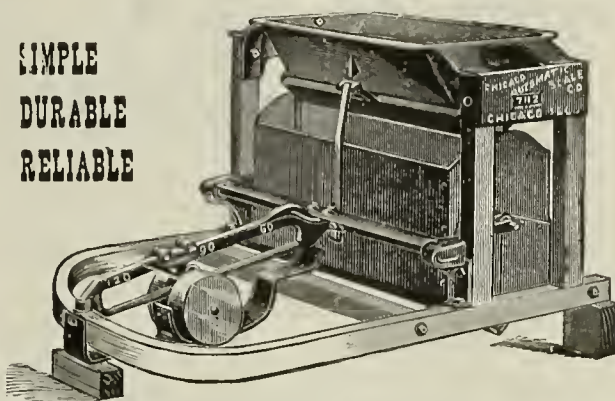
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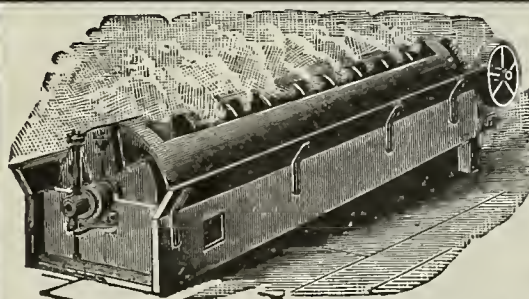
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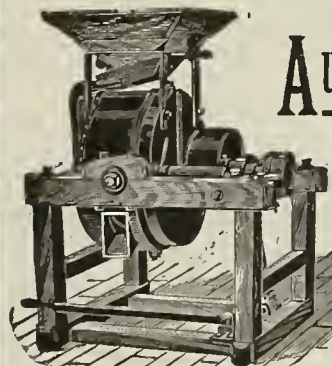


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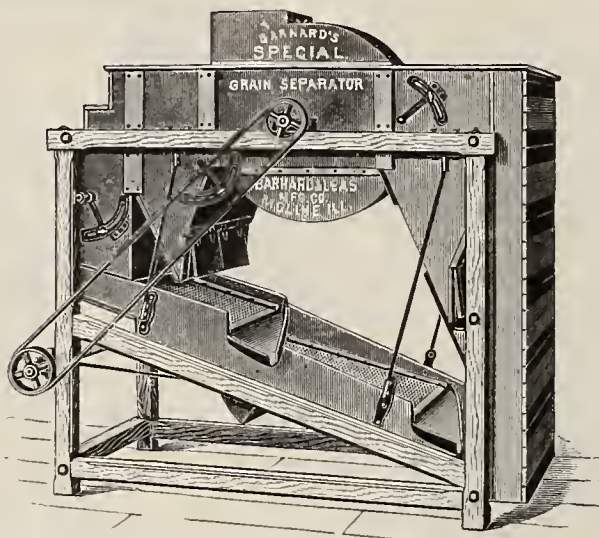
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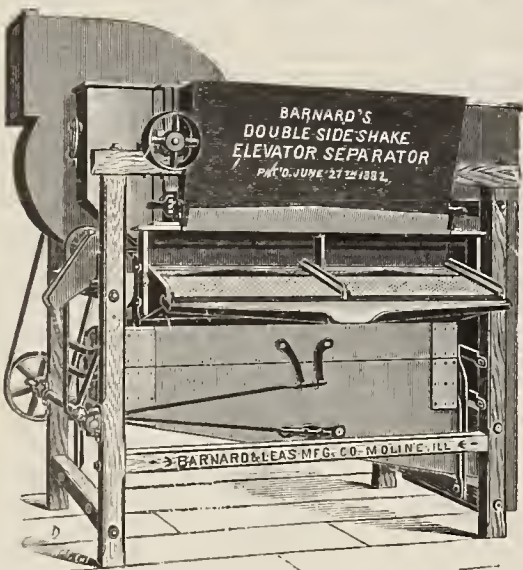
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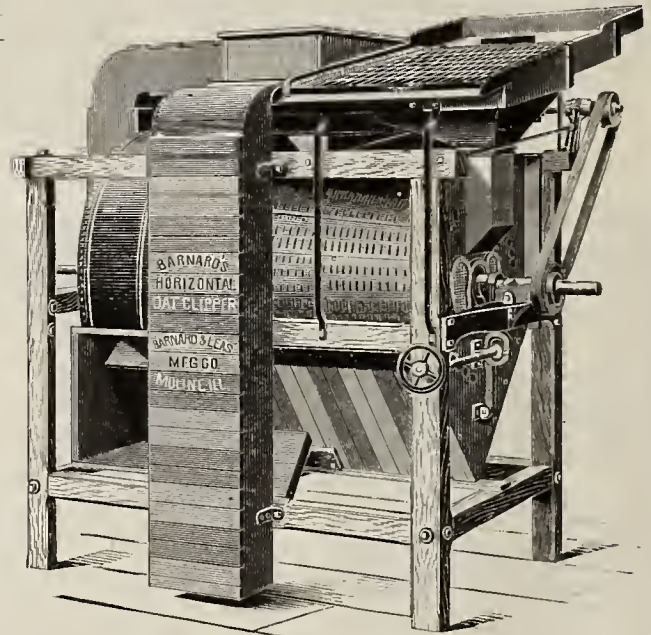


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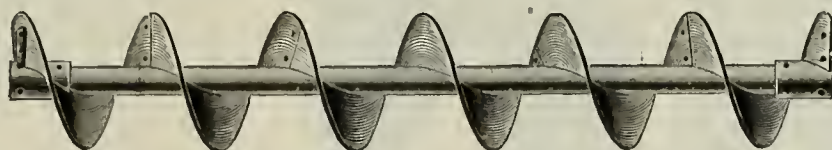
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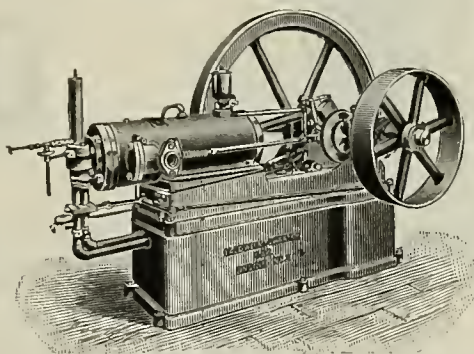


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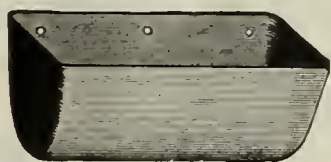
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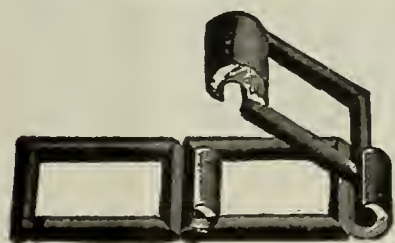
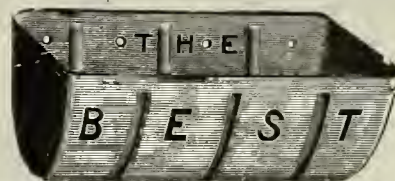
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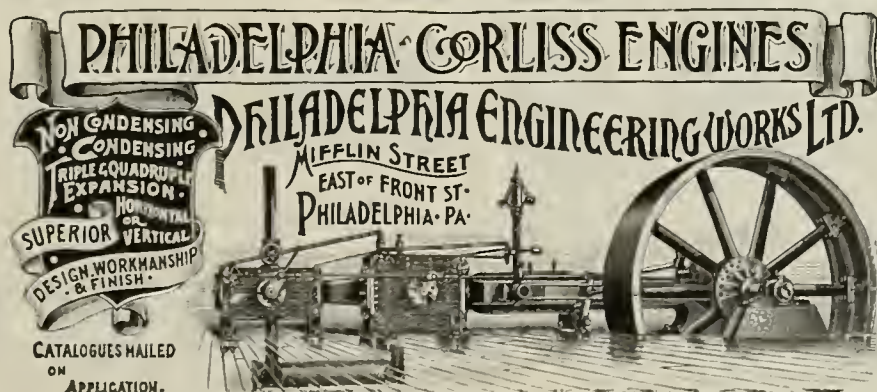
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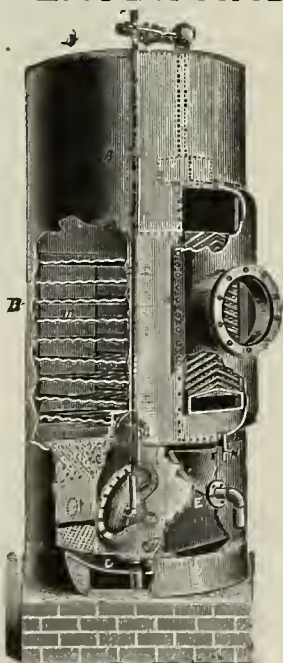
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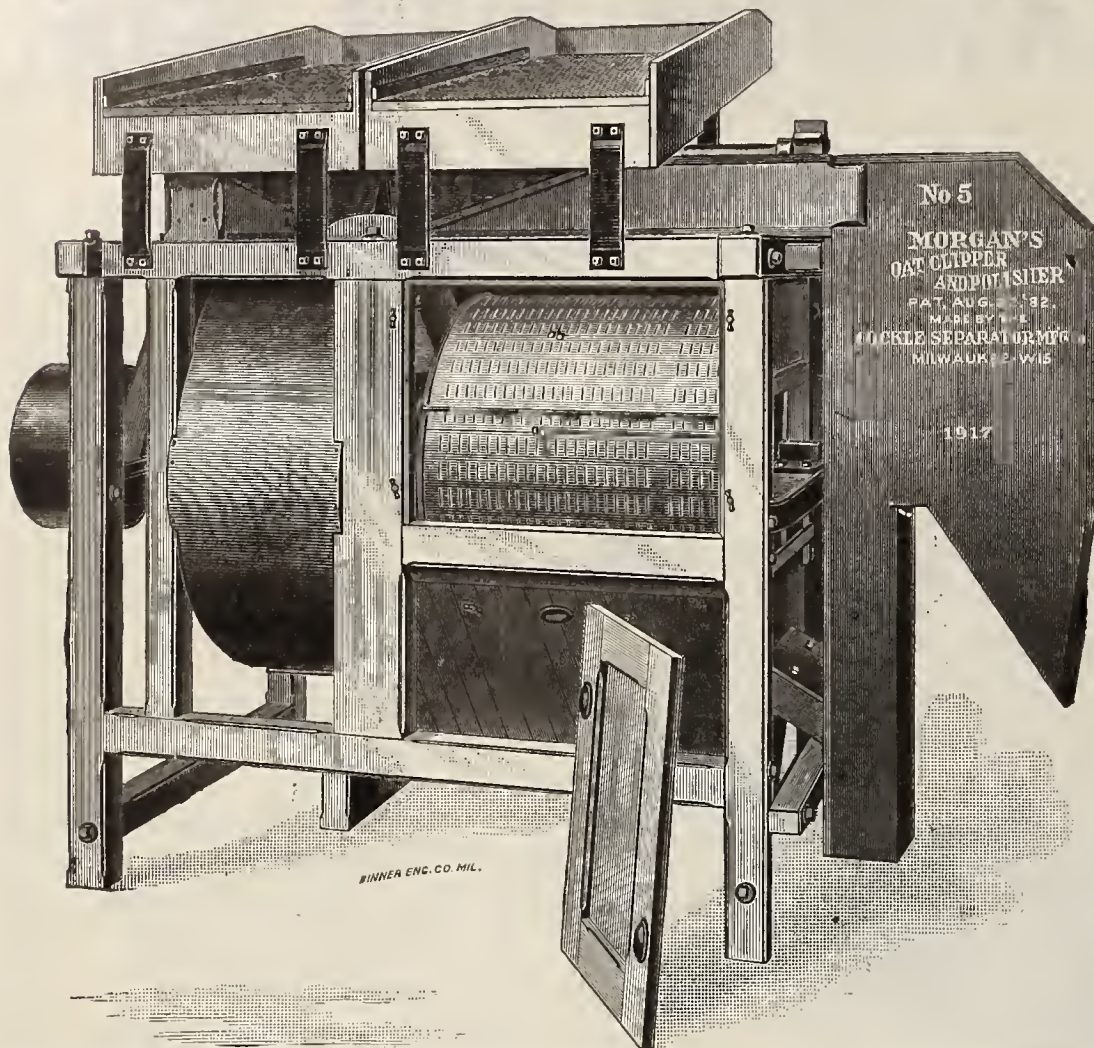
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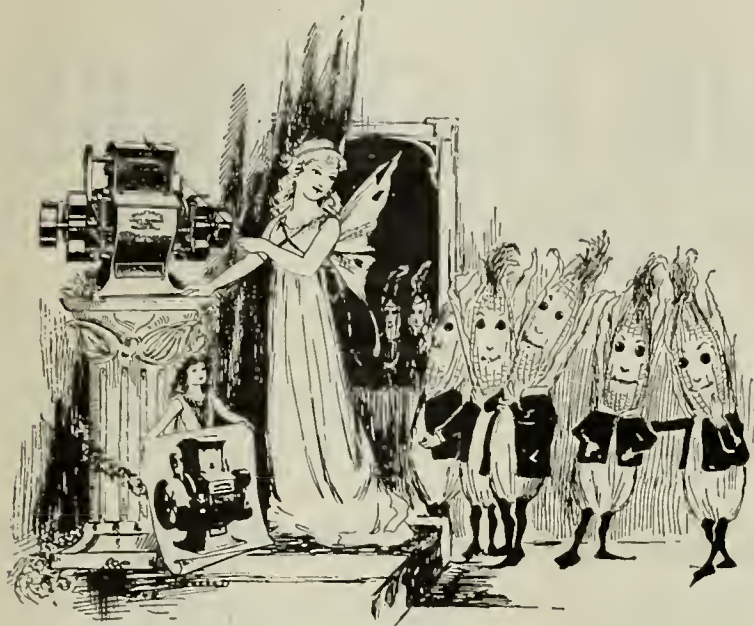
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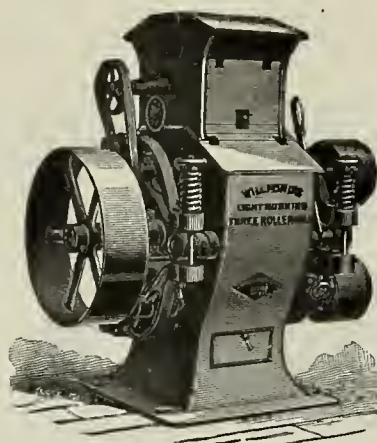
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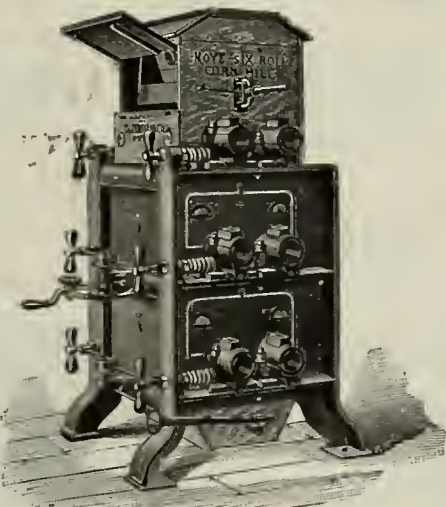
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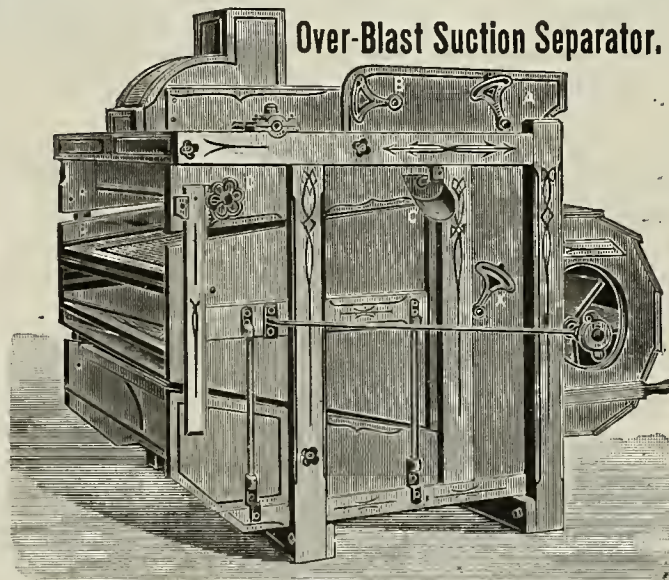
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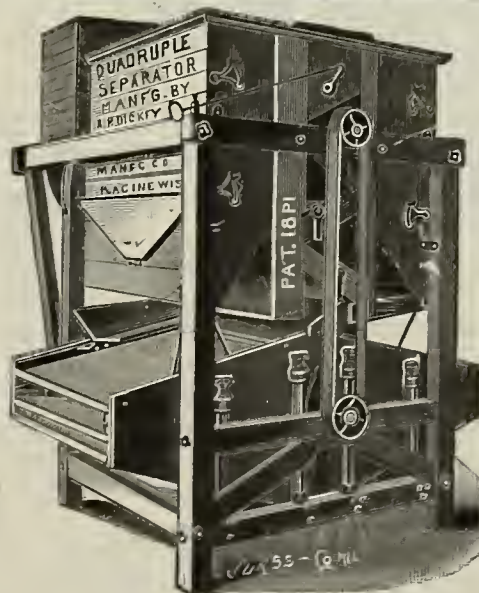
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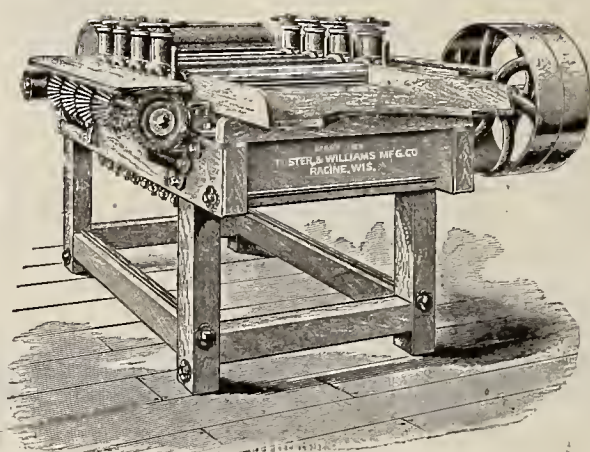
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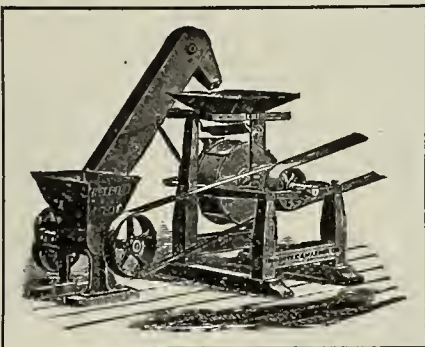
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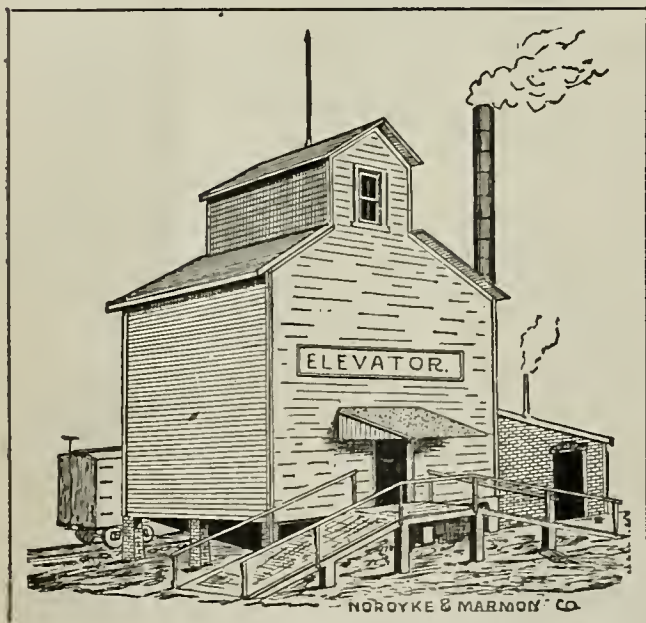


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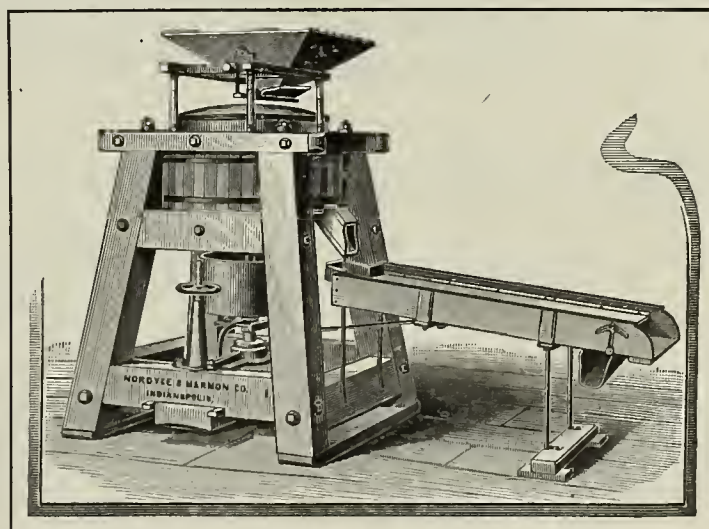
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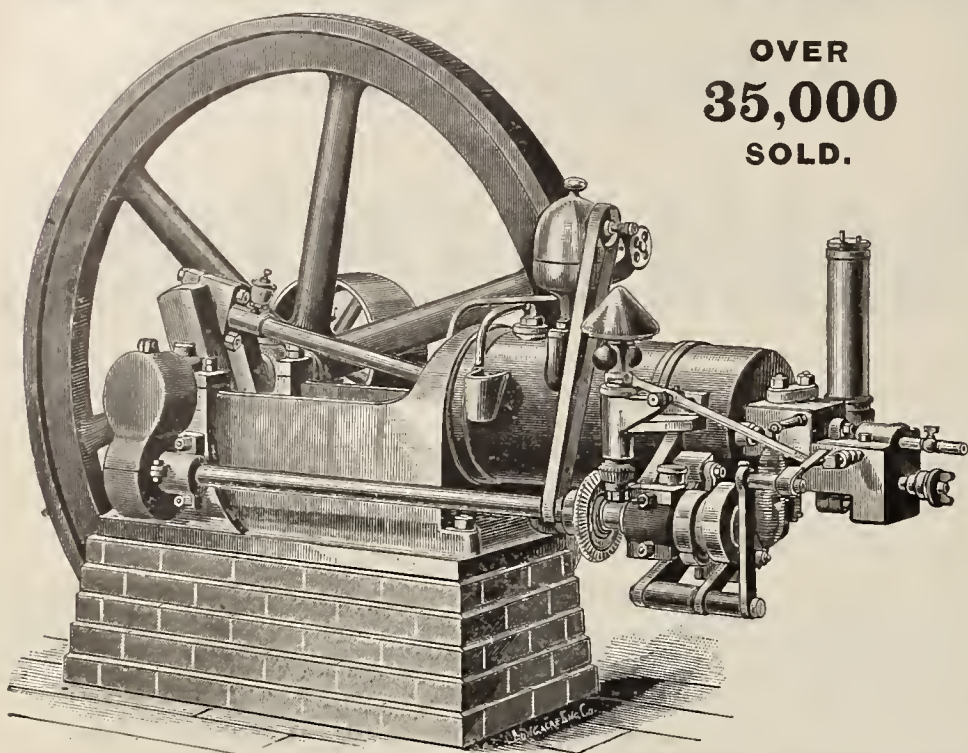
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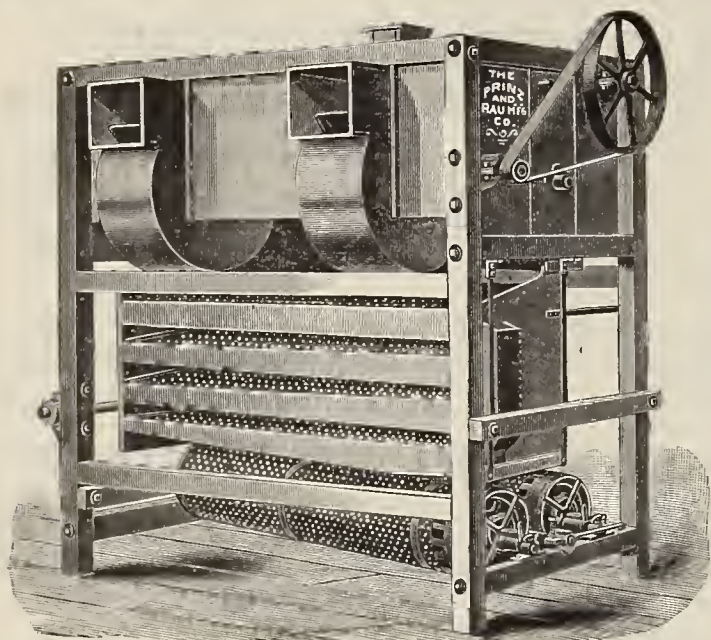
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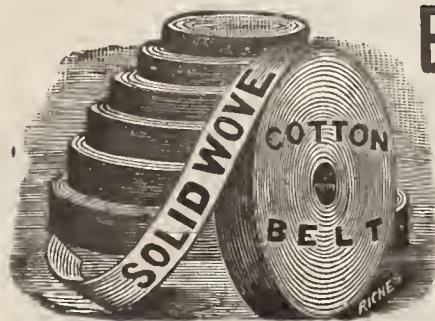
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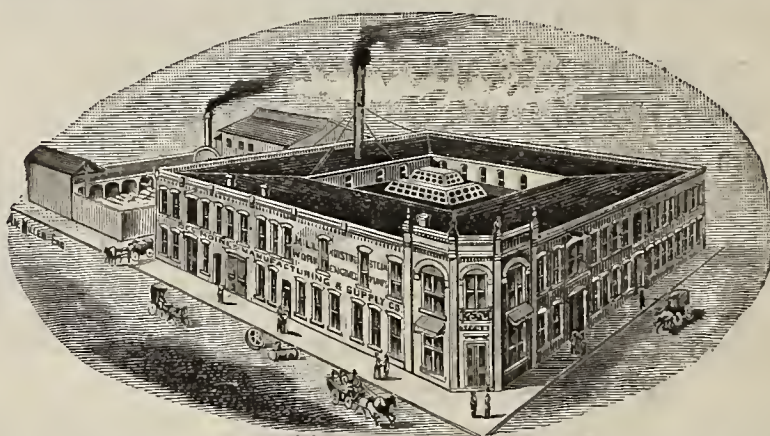
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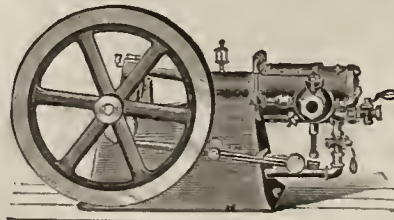
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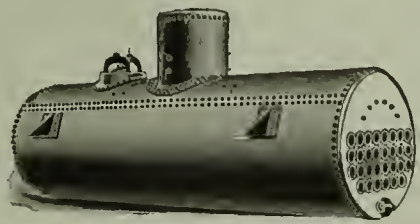
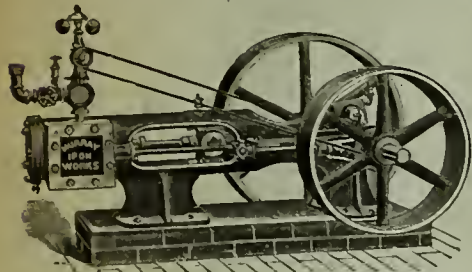
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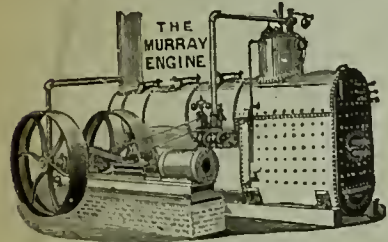


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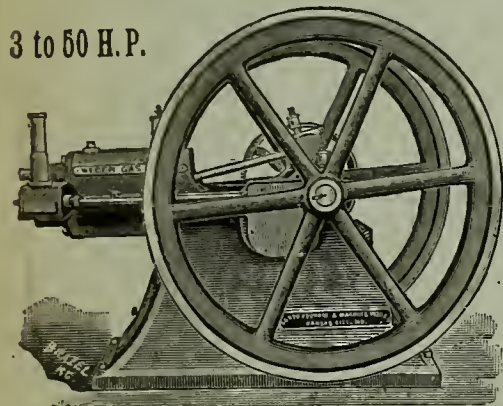


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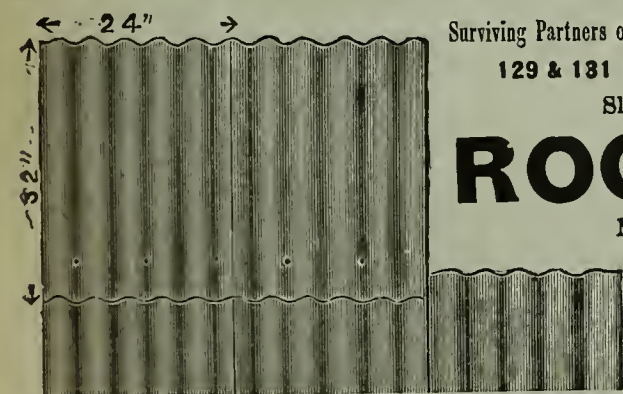
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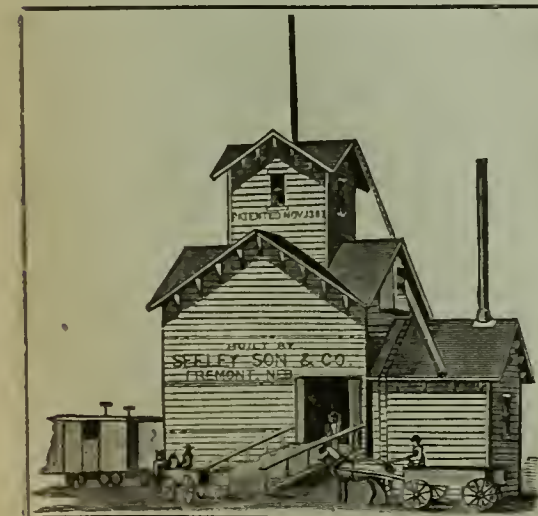
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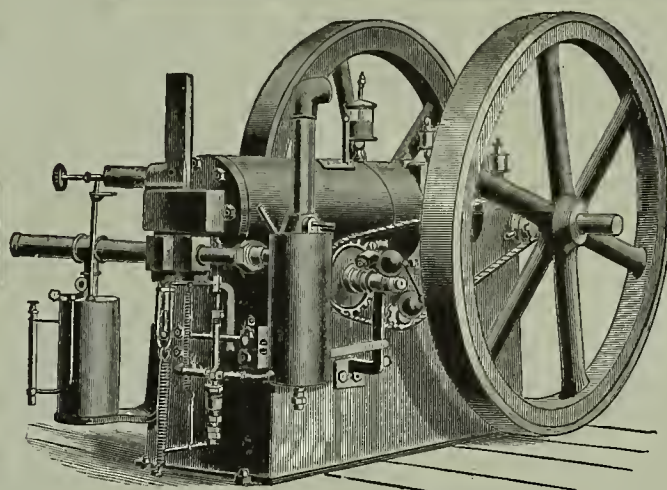
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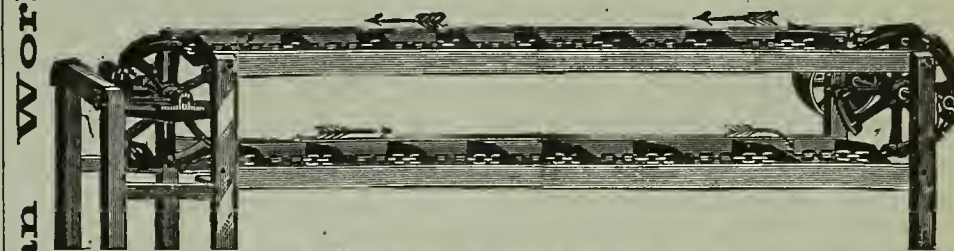
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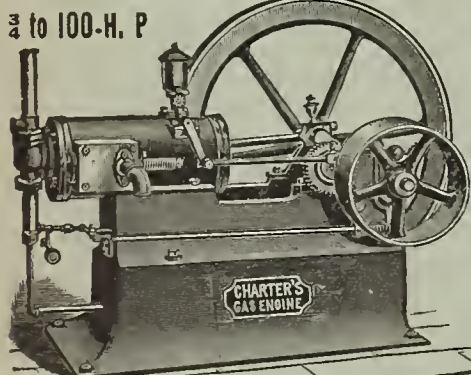
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Started at the Head, and has Always Remained There.

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No Boiler! No Fire No Steam! No Coal! No Ashes! No Gauges! No Engineer! No Danger!



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Engine was Set Up and Started by Our Printed Directions.

PHILO, ILL., March 1, 1893.

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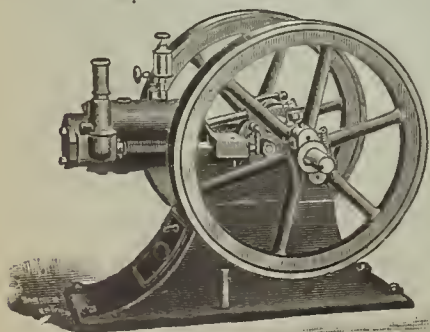
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